

THE ILLUSTRATED LONDON NEWS.



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BREATHLESSLY SMART
CLEVERCHANGE
BELTED/UNBELTED
topcoats"

HANDTAILORED SADDLESTITCHED "racin plaid"

DOUBLE SIDED "doeskin + cashmere"

THE HEAVENLY BLEND OF PURE CASHMERE PURE WOOL

WETHERALL HOUSE, BOND STREET, W.1



By Appointment Cyder makers to
THE LATE KING GEORGE VI THE LATE QUEEN MARY
William Gaymer & Son Ltd, Aisleborough & London



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CYDER

Preferred by people of good taste



By Appointment
Toilet Soap Makers
to the late King George VI

FINE ENGLISH SOAPS

in the
Brounley
Tradition

Make friends with
Martell
COGNAC

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NOT A DROP IS SOLD
TILL IT'S 7 YEARS OLD



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WHISKEY

EL TROVADOR
JAMAICAN CIGARS



Great stuff this **Bass**

TRADE MARK

WELCOME ALWAYS

KEEP IT HANDY

GRANTS MORELLA
Cherry Brandy

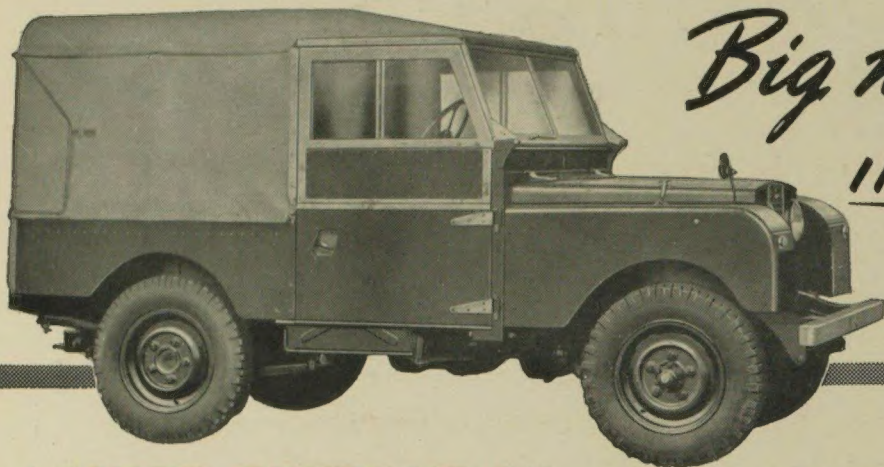
OVER ONE HUNDRED YEARS REPUTATION FOR QUALITY



BY APPOINTMENT SANITARY POLISH MANUFACTURERS
TO THE LATE KING GEORGE VI.

RONUK
POLISHES

ALL CLASSES OF INSURANCE TRANSACTED
CAR & GENERAL INSURANCE L^{TD.}
CORPORATION
83, PALL MALL, LONDON, S.W.1.



Big new features FOR THE **IMPROVED LAND-ROVER**

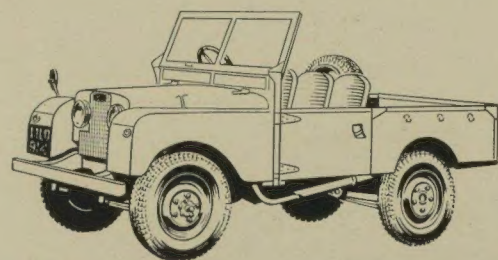
- ★ **LONGER WHEELBASE - 86"**
- ★ **BULK-CAPACITY 25% UP**
- ★ **IMPROVED SUSPENSION**
- ★ **CAR-TYPE INSTRUMENTS AND CONTROLS**
- ★ **CAR-LIKE COMFORT**

By increasing the wheelbase to 86" (a foot longer overall) the designers have given the improved Land-Rover a 25% bigger bulk carrying capacity. This extends the already impressive range of tasks for which this sturdy vehicle is suitable. At the same time the greater axle movement resulting from the longer propeller shaft gives much improved suspension. Facia instruments are scaled-up, there is a full-width parcel shelf and improved pedal arrangement for greater comfort and safety.

There are three roomy, comfortable front seats—and the lover of big car comfort on workaday activities will welcome the deep cellular rubber sprung seating, the new high-efficiency sealing on the all-weather equipment and the improved ventilation. The 86" wheelbase model is, in fact, an all-round improvement of Britain's own all-purpose vehicle.

LAND-ROVER

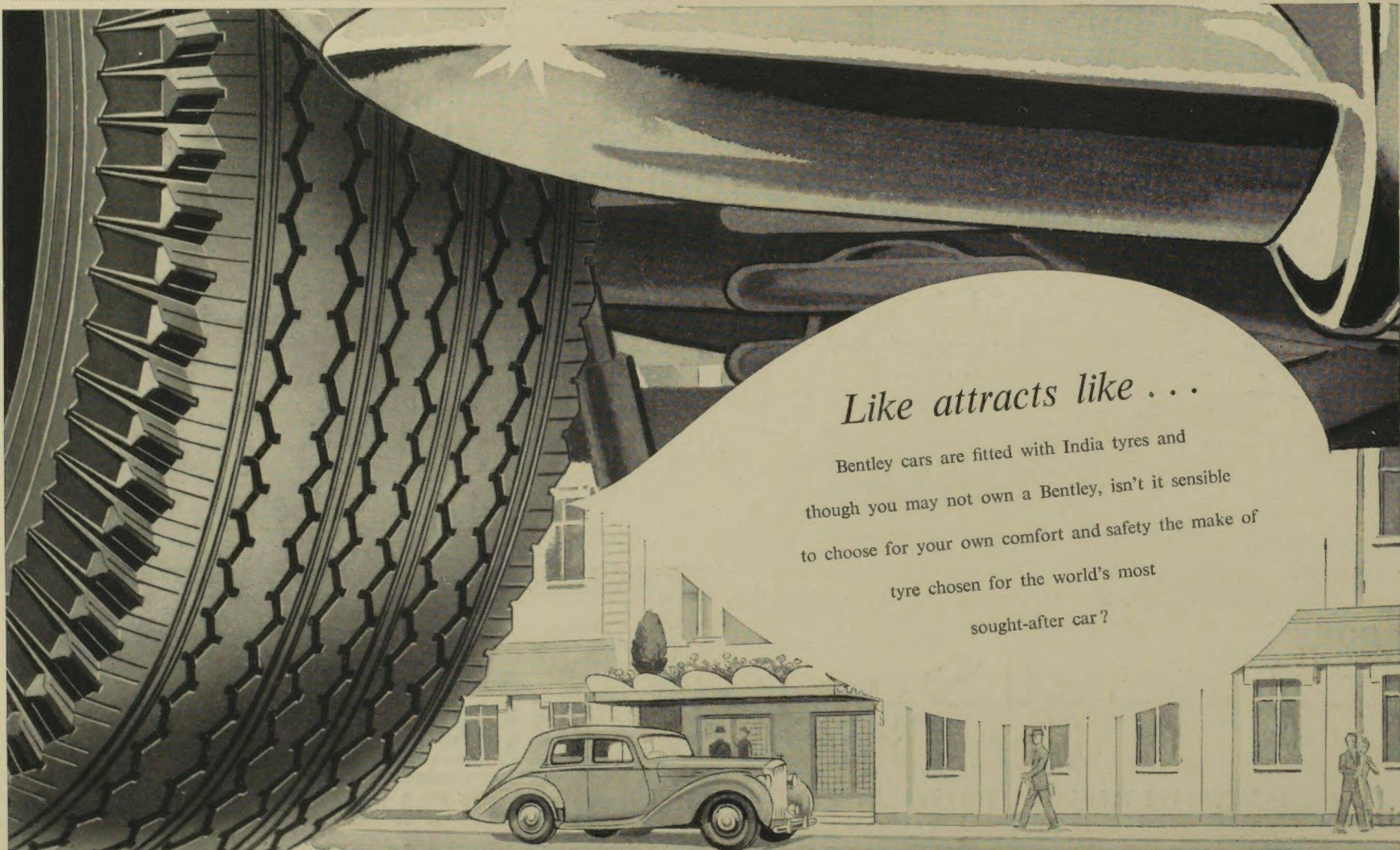
new 86" wheelbase



the 4-WHEEL DRIVE "go anywhere" vehicle

MADE BY THE ROVER COMPANY LTD · SOLIHULL · BIRMINGHAM also DEVONSHIRE HOUSE · LONDON

CVS-89

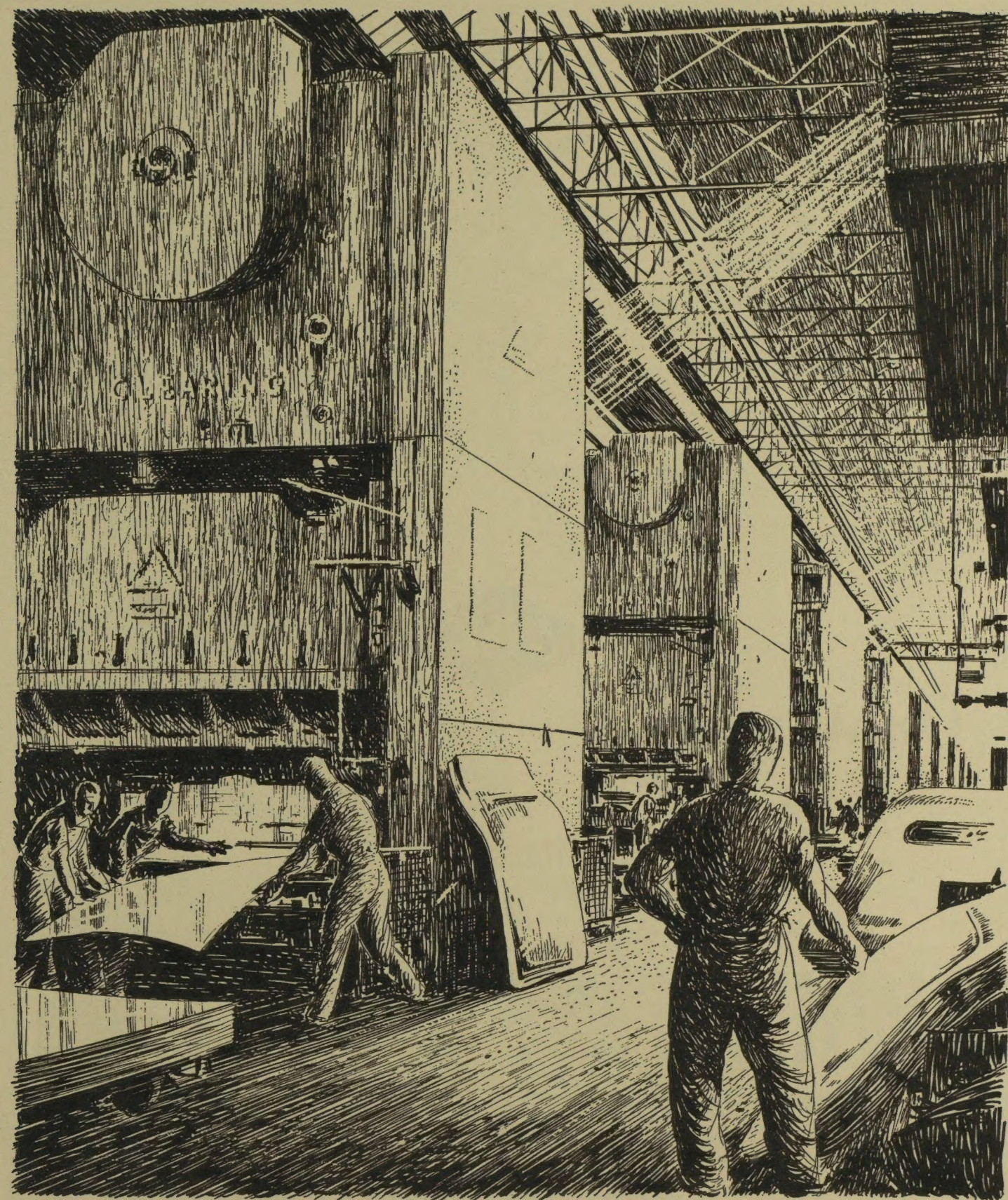


Like attracts like . . .

Bentley cars are fitted with India tyres and though you may not own a Bentley, isn't it sensible to choose for your own comfort and safety the make of tyre chosen for the world's most sought-after car?

INDIA

"The Finest Tyres Made"



An artist's impression of a battery of Clearing double-action presses in one of the vast press shops at Cowley, Oxford.

"The largest press shops in Europe, with over 350 power presses working with pressures up to 1000 tons... a factory area at Cowley alone more than half the size of Hyde Park... Here, indeed, with its 12,000 and more workers, is one of Britain's greatest industrial enterprises."

cars in the making

FROM THESE IMMENSE presses come bodywork and pressings for many of the most famous names in the British motor-car industry, including Austin, Daimler, Hillman, Humber, Jaguar, Lanchester, Morris, Morris Commercial, M.G., Riley, Rover, Singer, Wolseley.

Pressed Steel Company Limited are the largest car body manufacturers in Britain and pioneers in this country both of pressed steel bodywork and unitary

construction in quantity. The unequalled service of the Company to the British motor-car industry is founded on engineering and production facilities second to none, an organisation without parallel in Britain, and unsurpassed technical experience.

In its continued — and continual — expansion this service will, also, not be denied to manufacturers yet to achieve world renown.



PRESSED STEEL COMPANY LIMITED

FACTORIES : COWLEY, OXFORD. THEALE, BERKSHIRE. LINWOOD, SCOTLAND

HEAD OFFICE : COWLEY.

LONDON OFFICE : SCEPTRE HOUSE, 169 REGENT STREET, W.1.

Manufacturers also of Prestcold Refrigerators, Steel Railway Wagons, Agricultural Implements and Pressings of all types.



First— comes Quality

Most satisfying amongst good Scotch Whiskies is "Black & White" with a tradition for extra quality that comes from blending in the special "Black & White" way.



"BLACK & WHITE"

SCOTCH WHISKY

The Secret is in the Blending

By Appointment
to the late King George VI.



Scotch Whisky Distillers
James Buchanan & Co. Ltd.

The Finest Liqueur

...at any time



COINTREAU

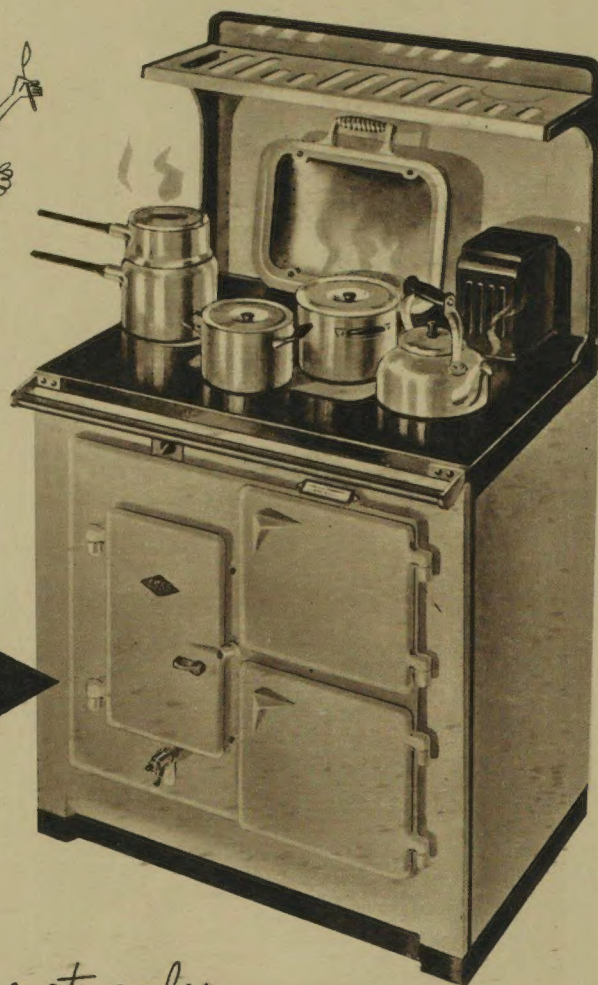
Extra Dry for England

Indispensable in:-
★ Cocktails
★ Fruit Salads
★ Grape Fruit etc.

Sole Importers W. Glendenning & Sons Ltd. Newcastle upon Tyne 6



*Is it true
that life's easier
with an ESSE?*



ESSE

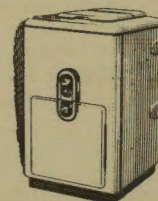
*Madam, not only
is life easier, it's a
dashed sight more
economical
if I may say so!*



ESSE Heat Storage Cookers give you outstanding fuel economy with coke, anthracite or Phurnacite · constant hot water day and night · continuous 24-hour cooking service · thermostatic control · roomy 'fast' and 'slow' ovens · fast-boiling hot-plate · handy simmering space · no soot or oven flues to clean. The famous 2-oven ESSE Fairy shown, costs £91.4.9 with boiler; £79.2.0 without boiler. Platerack and back panel extra. Write for free coloured catalogue of ESSE domestic models

HIRE PURCHASE TERMS

*...and where hot water
is constantly required*



THE AUTOMATIC HYDRESSE

serves, economically, the mansion, small hotel, board residence—any place where hot water is constantly on call for every purpose. Thermostat saves fuel and labour. Refuel only twice in 24 hours. Streamlined porcelain enamel finish & top performance. £60 or on terms out of fuel savings.

SMITH & WELLSTOOD LTD Est 1854
Proprietors of the ESSE Cooker Company
Head Office: Bonnybridge Stirlingshire
London: 63 Conduit St. W.1
& at Liverpool, Edinburgh, Glasgow & Dublin



Paper keeps your presents safe

Pioneers in modern paper technology

Reed

PAPER GROUP

ALBERT E. REED & CO. LTD.

Aylesford Mills, Tovil Mills and Bridge Mills, Maidstone

THE LONDON PAPER MILLS CO. LTD. . EMPIRE PAPER MILLS LTD.
THE MEDWAY CORRUGATED PAPER CO. LTD. . MEDWAY PAPER SACKS LTD.
BROOKGATE INDUSTRIES LTD. . THE NATIONAL CORRUGATED PAPER CO. LTD.
REED FLONG LTD. . HYGIENE PRODUCTS (GREAT BRITAIN) LTD.
POWELL LANE MANUFACTURING CO. LTD. . E. R. FREEMAN & WESCOTT LTD.
REED PAPER SALES LTD.

Christmas without parcels? As unbelievable as parcels without paper. Yet each Christmas thousands of parcels disintegrate before they arrive simply because they have been so poorly wrapped. Please help the Post Office; by all means use gaily patterned paper to decorate your presents but be sure to give them a good strong outer wrapping of tough brown kraft paper as well.

TO SHOPKEEPERS we would say — good customers are entitled to insist on well wrapped goods; so when you are ordering wrappings and bags ask your suppliers for Reed's Aylesford Kraft and Sulphite papers.

Head Office: 105 Piccadilly, London, W.1.



Gordon's

SPECIAL DRY GIN

No Christmas is complete without it. Mix it with everything — fruit squash, tonic water, vermouth, ginger ale. Bottle 33/9d. ; ½ bottle 17/7d. ; ¼ bottle 9/2d. ; Miniature 3/7d.



Gordon's

ORANGE GIN AND LEMON GIN

Not to be confused with gin and orange squash, but full-strength gin made with pure oranges and lemons. Best taken neat, but add tonic water or a little soda water if preferred. Bottle 32/-; ½ bottle 16/9d. ; Miniature 3/5d.

Gordon's

'SHAKER' COCKTAILS

Five famous Gordon flavours, each one mixed by experts and ready to serve. Ensures success of any party. PICCADILLY • GIMLET • DRY MARTINI • MARTINI • BRONX. Bottle 21/-; ½ bottle 11/3d. ; Miniature 2/5d.

Gordon's

Stands Supreme

THIS

is the Gin

for a

perfect

Christmas

HERE is the famous Gordon range which will complete your Christmas entertaining. Be sure to get Gordon's for quality and make certain of enjoying a perfect Christmas.



THE JUNGLE AND THE JET

CRUDE OIL IS NOT MAN-MADE.

The oilman must go out and look for it, bring it to the surface, transport it and render it serviceable.

Anglo-Iranian has gone out to look for oil in regions as diverse as Papua, Nigeria, Sicily and Lancashire. It brings oil to the surface through wells in the Middle East and, on a small scale, in this country. It transports oil in one of the world's largest shipping fleets. It renders oil serviceable in a hundred ways and since the early 1920's Anglo-Iranian Oil Company, through BP Aviation Service, has contributed to an ever-increasing extent towards providing the power for those who fly.



THE BP SHIELD IS THE SYMBOL OF THE WORLD-WIDE ORGANISATION OF

Anglo-Iranian Oil Company

LIMITED

whose products include BP Super and BP Energol



first

She went through her paces perfectly this afternoon. Her Percheron breeding, her training and handling brought home her first First—but not her last.

A.E.I. (Associated Electrical Industries) is a group of British companies that breed ideas, train men and handle success. They work individually and together, pooling their ideas and their research. They have been first in field after field, first in invention, development, quality. Last year they made goods worth seventy million pounds—and much of this production was sold abroad.

AEI first

*For everything electrical, from a turbine to a torch bulb, think first of the family of **AEI** Companies*

METROPOLITAN-VICKERS ELECTRICAL CO. LTD. • THE BRITISH THOMSON-HOUSTON CO. LTD.

THE EDISON SWAN ELECTRIC CO. LTD. • FERGUSON PAILIN LTD.

THE HOTPOINT ELECTRIC APPLIANCE CO. LTD. • INTERNATIONAL REFRIGERATOR CO. LTD.

NEWTON VICTOR LTD. • PREMIER ELECTRIC HEATERS LTD. • SUNVIC CONTROLS LTD.



FAIREY GANNET

ANTI-SUBMARINE SUPER PRIORITY

Powered by an Armstrong Siddeley "Double Mamba"



... "Anti-submarine weapons, both shipborne and airborne, far more effective than anything known during the last war, are becoming available, and arrangements have been made to enable heavier and faster types of naval aircraft to be handled in, and operated from, our fleet carriers."

Extract from the Statement by the First Lord of the Admiralty
explanatory of the NAVY ESTIMATES, 1953/54.

FAIREY AVIATION

THE ILLUSTRATED LONDON NEWS

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SATURDAY, DECEMBER 19, 1953.



AN APPEAL FOR THE ESTABLISHMENT OF AN INTERNATIONAL ATOMIC ENERGY AGENCY FOR PEACEFUL PURPOSES: PRESIDENT EISENHOWER ADDRESSING THE UNITED NATIONS GENERAL ASSEMBLY ON DECEMBER 8.

On December 8, President Eisenhower addressed a Plenary Session of the United Nations General Assembly and called for action to reverse the "fearful trend of the atomic military build-up." He stated that he was prepared to submit to Congress any plan that would encourage world-wide investigation into the most effective peacetime uses of fissile material; begin to diminish the potential destructive power of the world's atomic stockpiles; and open up a new channel for peaceful discussion. He proposed that "the Governments principally involved,

to the extent permitted by elementary prudence, to begin now and continue to make joint contributions from their stockpiles of normal uranium and fissionable materials to an international atomic energy agency. We would expect that such an agency would be set up under the aegis of the United Nations." President Eisenhower said that the United States did not want to be identified in history with confirming the hopeless finality of the belief that two atomic colossi were doomed indefinitely to eye each other malevolently across a trembling world.



By ARTHUR BRYANT.

ONE of the truisms which one was for ever being told by one's elders in youth and whose truth—disbelieved and disregarded at the time—is confirmed as one grows older, is how quickly time flies when one has passed the meridian of life. In youth—I suppose because of the intensity of one's feelings—years, even months and weeks, may seem almost eternal. Love and hope and fear and anxiety all have the power to turn minutes into hours and to spin out experience in a way that seems inconceivable in maturity and age. And I find now that I have reached the former and am approaching the first frontiers of the latter that what my father so often told me long ago is true: that the years, as one grows accustomed to their course, begin to gallop by until the passage of the seasons becomes so swift that spring and autumn succeed one another almost before one has realised that the one is over and the other come. It is as though the cycle of the year, so vast in circumference at our beginning, diminishes in an ever-dwindling spiral as we near our end. And each time as in our race we flash by the familiar seasonal landmarks, we realise the growing pace of our journey through time. Particularly, I find, at Christmas. It comes but once a year, but it comes, it seems, more often.

Yet its coming is never-faillingly reassuring—not only for its great, all-pervading message of faith and light in darkness, but for the familiarity of its kindly social rites and ceremonies and its reminder of the Christmases of childhood and long-ago. Not that these latter have not changed like all things, but somehow they seem to have changed less. Church-bells sounding across the wintry landscapes, brightly decorated shops and street windows, presents and children's stockings, carols and "Hark the Herald Angels Sing!", fat turkeys and fowls, plum-puddings and mince-pies, Christmas-trees and crackers: they are still with us and with all lucky enough to have some reasonable competence in this world's goods, and that, at least, is probably a far larger proportion of our national population than in the past, more prosperous though the latter was for some of us. The passage of fifty or three-score years, and the havoc of two world wars have not yet robbed us of them. Dickens and Washington Irving, divided from our age by an even greater lapse of time, would still recognise, though shorn of many of its glories, the essential elements of the jovial feast they described.

Yet if one goes back further in time one begins to realise how ephemeral is even the most stable-seeming and perennial of social habits and customs. The Victorian Christmas to which we look back and whose rites we nostalgically re-enact as faithfully as the changed circumstances of our time permit was in many respects a very different affair to the mediæval or even the seventeenth- or eighteenth-century Christmas. The religious beliefs behind it were the same, but the social expression of those beliefs was vastly different. Many of the amusements and commemorative paraphernalia of the early nineteenth-century Yuletide were of no older date than the stage-coaches galloping across the snow-covered roads that figure so cheerfully, if misleadingly, on our Christmas cards. I have been amusing myself by looking up the entries of the nine Christmases recorded in the detailed pages of Pepys' diary—entries made little more than a century before the birth of Dickens and little further divided from the age of the latter than we are from him. It is quite remarkable how quietly this most social of men kept the great feast and how few of the social rites that we connect with it figure in his journal. Take, for instance, the first Christmas Day entry of all, that of 1660:

"25th (Christmas day). In the morning very much pleased to see my house once more clear of workmen and to be clean, and indeed it is so, far better than it was that I do not repent of my trouble that I have been at. In the morning to church, where Mr. Mills made a very good sermon. After that home to dinner, where my wife and I and my brother Tom (who this morning came to see my wife's new mantle put on, which do please me very well), to a good shoulder of mutton and a chicken. After dinner to church again; my wife and I, where we

had a dull sermon of a stranger, which made me sleep, and so home, and I, before and after supper, to my lute and Fuller's History, at which I staid all alone in my chamber till 12 at night, and so to bed."

Comparatively few of us, I imagine, will spend Christmas evening in solitude reading Church history and playing the lute, as this normally gregarious man did, nor, I fancy, will many of us not in Holy Orders attend Divine Service both in the morning and afternoon. And the entries for most of the years have the same sense of social ordinariness; it was a day when men and women went to Church and stayed, for the rest, at home, but did little out of the ordinary in the way of entertaining themselves or others. In 1668, the last year in which Pepys recorded Christmas in his journal, he wrote:

"25th. Up, and continued on my waistcoat, the first day this winter, and I to church, where Alderman Backwell, coming in late, I beckoned to his lady to come up to us, who did, with another lady: and after sermon, I led her down through the church to her husband and coach, a noble, fine woman, and a good one, and one my wife shall be acquainted with. So home, and to dinner alone with my wife, who, poor wretch! sat undressed all day, till ten at night, altering and lacing of a noble petticoat: while I by her, making the boy read to me the Life of Julius Caesar, and Des Cartes' book of Musick—the latter of which I understand not, nor think he did well that writ it, though a most learned man. Then, after supper, I made the boy play upon his lute, which I have not done twice before since he come to me; and so, my mind in mighty content, we to bed."

It should be remembered, of course, that Pepys had no children; had he had a young family, the entries might have seemed a little more familiar to us. And on two Christmases, at any rate, he mentions "mince-pies." That for 1666, the Christmas following the Great Fire, starts with an almost modern ring:

"Lay pretty long in bed, and then rose, leaving my wife desirous to sleep, having sat up till four this morning seeing her mayds make mince-pies. I to church, where our parson Mills made a good sermon. Then home, and dined well on some good ribs of beef roasted and mince-pies; only my wife, brother, and Barker, and plenty of good wine of my owne, and my heart full of true joy; and thanks to God Almighty for the goodness of my condition at this day. After dinner, I begun to teach my wife and Barker my song, 'It is decreed,' which pleases me mightily. . . . Then out and walked alone on foot to the Temple, it being a fine frost. . . ."

But the entry then tails off into unfamiliarity: an attempt, unsuccessful, to see a play, and an evening spent indexing papers and studying pursers' accounts. On another Christmas Day, that of 1665—the Plague year—Pepys describes the sight of a wedding in church—"the young people so merry with one another, and strange to see what delight we married people have to see these poor fools decoyed into our conditions, every man and woman

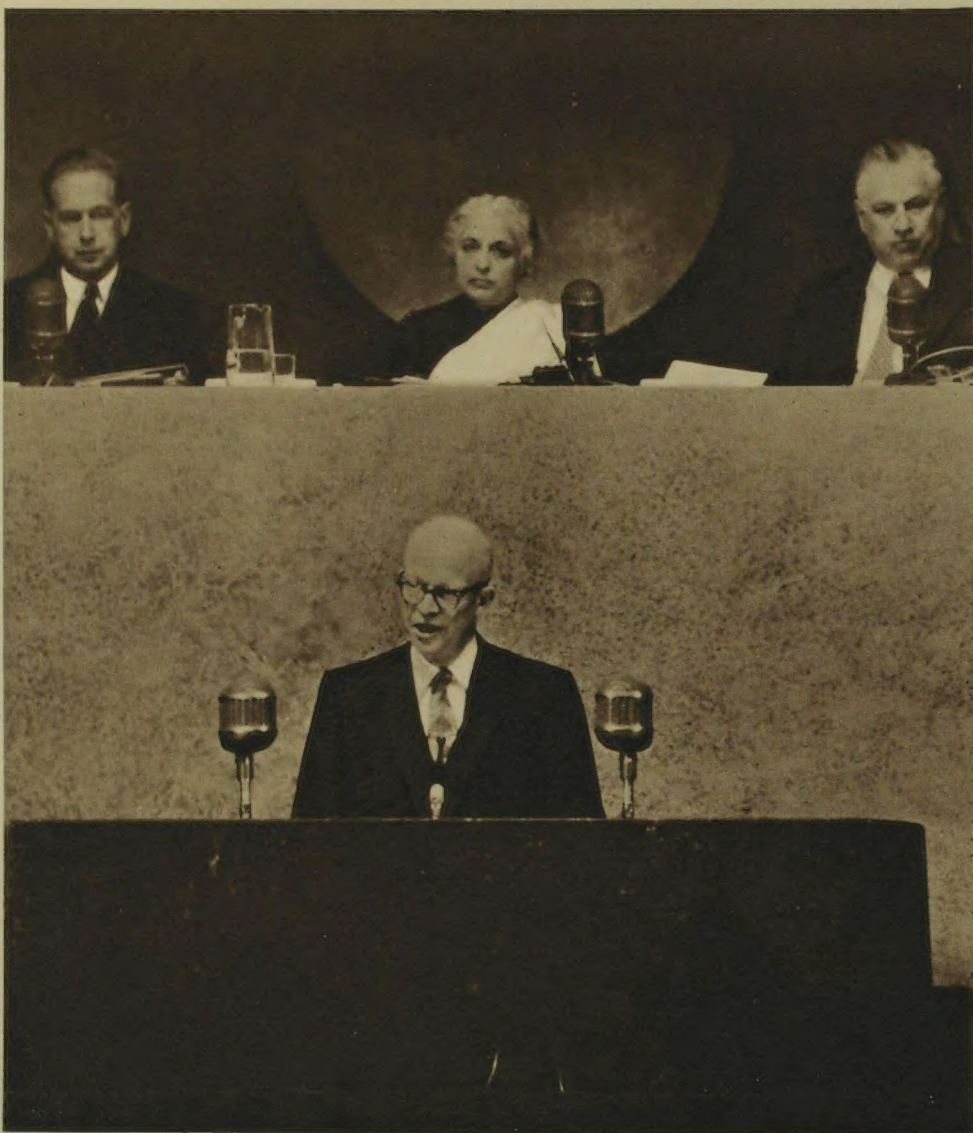
gazing and smiling at them." After studying these prosaic entries, it comes as quite a relief to turn to the seventeenth "Christmas Carol" printed in "Poor Robin's Almanac," 1695:

"Now thrice welcome,
Christmas,
Which brings us good
cheer,
Mince pies and plum
porridge,
Good ale and strong beer;
With pig, goose and capon,
The best that may be,
So well doth the weather
And our stomachs agree.

Observe how the chimneys
Do smoke all about,
The cooks are providing
For dinner, no doubt;
But those on whose
tables
No victuals appear,
O may they keep Lent
All the rest of the year.

With holly and ivy,
So green and so gay,
We deck up our houses
As fresh as the day;
With bay and rose-
mary
And laurel complete;
And every one now
Is a king in conceit."

My dear and sadly-missed friend, H. J. Massingham, in his enchanting anthology of seventeenth-century English verse in the Golden Treasury series, places the date of this poem as pre-Restoration—before, that is, the Puritan social revolution, and I believe him to have been right.



PRESIDING AT THE PLENARY SESSION OF THE GENERAL ASSEMBLY OF THE UNITED NATIONS WHICH PRESIDENT EISENHOWER (IN FRONT) ADDRESSED ON DECEMBER 8: MRS. PANDIT, PRESIDENT OF U.N., WITH (LEFT) MR. HAMMARSKJÖLD, THE SECRETARY-GENERAL, AND (RIGHT) MR. ANDREW CORDIER, ASSISTANT SECRETARY-GENERAL.

Mrs. Pandit, sister of the Prime Minister of India, first woman to hold the post of President of the United Nations, is seen listening to President Eisenhower's notable speech to the General Assembly of U.N. on December 8, which may point a way to solving the difficult question of the control of atomic energy. A photograph of the President addressing the General Assembly and details of his speech appear on our front page. Mrs. Pandit was elected as U.N. President by 44 votes to 10 (with two abstentions) last September. When the 8th General Assembly ended on December 9 and the heads of the delegations recorded their tributes to the skill and tact with which she had conducted the long session, she acknowledged these with dignity. She ended her speech with the words: "We depart under the continuing shadow of conflict, but let us carry with us the eternal hope for a better world."

VENEZUELA, BRITAIN, HOLLAND AND THE U.S.A.: A MISCELLANY OF NEWS ITEMS.

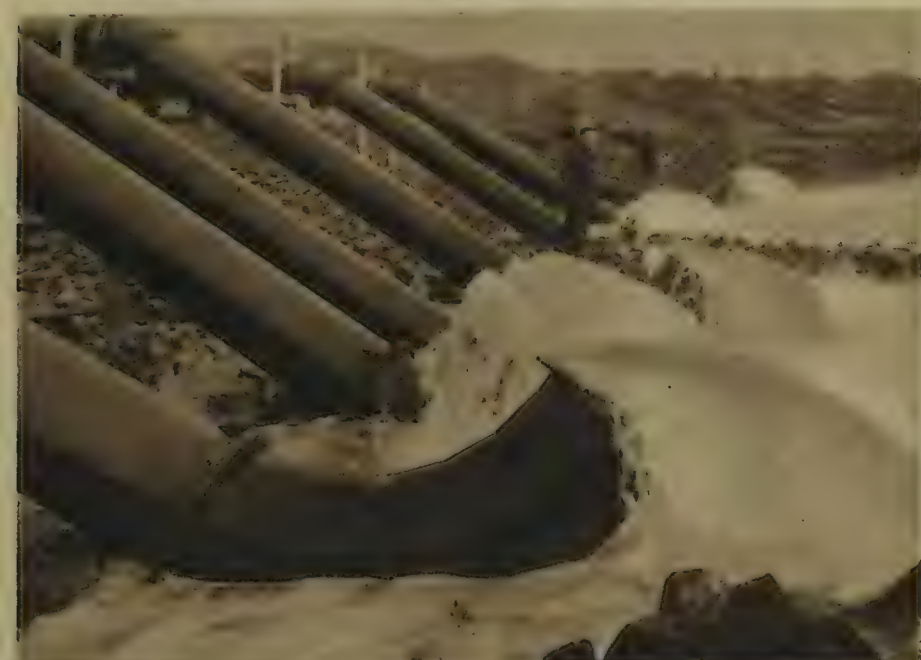


OPENED ON DECEMBER 1 IN THE PRESENCE OF THE PRESIDENT OF VENEZUELA: A HUGE NEW HOTEL AT CARACAS, THE CAPITAL OF THE COUNTRY.

This large modern hotel, the Hotel Tamanaco, with a stepped and crescent frontage, is reported to have cost some 8,000,000 dollars to build and to contain 400 bedrooms. It was opened on December 1 with gala inaugural ceremonies attended by the President, Colonel Perez Jimenez.



ONE OF THE FINE BRIDGES IN THE NEW *AUTOPISTA*, A ROAD LINKING CARACAS, THE CAPITAL OF VENEZUELA, WITH ITS PORT, LA GUAIRA. IT HAS TAKEN THREE YEARS TO BUILD. This magnificent new highway, which was opened on December 2, is ten miles long and has taken three years to build, employing 10,000 men. It is a considerable feat of engineering and has the effect of cutting the road time from Caracas to its port, La Guaira, from about an hour to 15 minutes.



TEN MONTHS AFTER THE DISASTROUS FLOODS: PUMPS WORKING AT FULL PRESSURE IN HOLLAND TO CLEAR THE WATER FROM THE STILL-FLOODED FIELDS.

In November, after many months of ceaseless work, Holland celebrated victory in the battle to close the dykes which were breached so seriously in the February floods. Now pumps are working at full pressure to clear away the waters from still-flooded fields and streets.



A PROJECT WHICH HAS HAD TO BE TEMPORARILY SHELVED: THE BRIDGE OVER THE SEVERN, WHICH WILL COST ABOUT £40,000,000, SEEN IN A SCALE MODEL.

Our photograph shows Dr. Frazer, of Cobham, standing alongside a scale model of a flexible suspension bridge based on an early design for the Severn Bridge. On December 8 the Home Secretary and Minister for Welsh Affairs said that the project must be regarded as "lying a long way ahead."



THE WORLD'S FIRST NUCLEAR-POWERED SUBMARINE: THE UNITED STATES NAVY'S *NAUTILUS*, WHICH IS NEARING COMPLETION AT A SHIPYARD IN GROTON, CONNECTICUT.

On January 21, 1954, Mrs. Eisenhower will formally name the world's first nuclear-powered submarine, U.S.S. *Nautilus*. She will cost about £12,700,000. It is claimed that her underwater speed will be more than 20 knots, and that she will be able to go round the world without refuelling.

THE INCREASE IN OIL POLLUTION OF OUR SEAS AND COASTS HAS BEEN CAUSED LARGELY BY (A) IMPORTING MORE CRUDE OIL DUE TO THE DEVELOPMENT OF OUR REFINING CAPACITY, AND BY (B) THE INCREASE IN NUMBERS OF OIL-FIRED SHIPS.

IN 1917 ONLY 2½ MILLION TONS OF CRUDE OIL WERE REFINED IN THE UNITED KINGDOM.



IN 1953 IT IS ESTIMATED THAT OVER 26 MILLION TONS WILL HAVE BEEN REFINED HERE.

THE GREAT TANKERS ARRIVE IN THE UNITED KINGDOM PORTS LOADED WITH CRUDE OIL, BUT AS THEY ARE NOT SUITABLE TO BE USED FOR OTHER TYPES OF CARGO THEY LEAVE HERE IN BALLAST, CARRYING THE OIL SLUDGE FROM THEIR TANKS INTO THE SEA.



IMPORTS OF OIL INTO THE UNITED KINGDOM AND NEAR CONTINENTAL PORTS

- PORTS SERVING LARGE REFINERIES RECEIVING CRUDE OIL.
- INSTALLATIONS SERVED BY OCEAN AND COASTAL TANKERS.



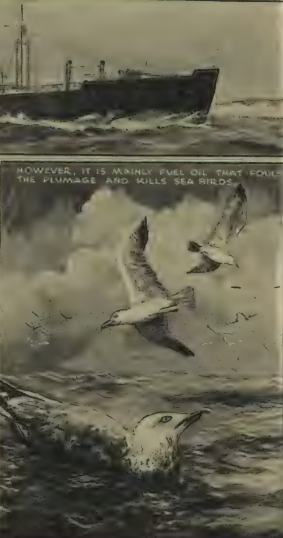
INTERNATIONAL AGREEMENT MUST BE REACHED ON THE QUESTION OF DISCHARGING OILY SLUDGE NEAR TO COASTS. IN 1952 58 PER CENT OF THE TANKERS BRINGING CRUDE OIL TO THE UNITED KINGDOM WERE REGISTERED IN FOREIGN COUNTRIES.



IT HAS BEEN FOUND THAT IT IS MAINLY CRUDE OIL SLUDGE WHICH FOULS OUR BEACHES.



HOWEVER, IT IS MAINLY FUEL OIL THAT FOULS THE PLUMAGE AND KILLS SEA BIRDS.



THE HOLIDAYMAKER'S NIGHTMARE AND A DESTROYER OF BIRD LIFE—OIL POLLUTION OF THE SEA.

In September 1952 the Ministry of Transport appointed a committee whose terms of reference were "to consider what practical measures can be taken to prevent pollution by oil of the waters around the coasts of the United Kingdom." This investigation has been made necessary by the increasing number of complaints received by the Ministry from many parts of the British Isles and, in particular, from the area of Heysham, in Lancashire, the northern and central parts of Cardigan Bay, the north and south coasts of Cornwall, the eastern part of the Isle of Wight and the south-east coast of England. Nor is the United Kingdom the only sufferer, for this problem has been causing growing concern to several Continental countries. All this is borne out by the Committee's

report, published recently, which recommends the creation of an extensive zone in which the discharge of oil from British ships would be prohibited. The report shows that the increase in oil pollution is closely related to the increased imports into Britain of crude oil, due to the development of our refining capacity, and to the increase in numbers of oil-burning ships. Having discharged their cargo, tankers clean their tanks while at sea, for to clean them in the port of discharge would mean a serious loss of time in the turn-round of the vessel. As illustrated by our Artist, when each tank is cleaned, normally by high-pressure rotating jets, the washings—or sludge—are pumped overboard and drift on the surface indefinitely. Much of this sludge eventually reaches our shores and

DRAWN BY OUR SPECIAL

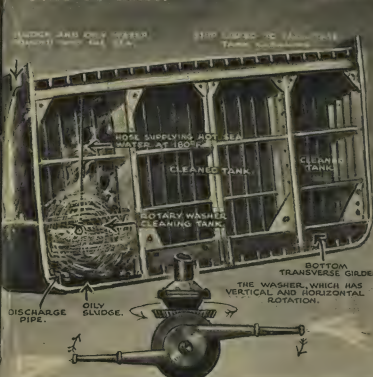
THE INCREASE IN THE USE OF OIL FUEL IN SHIPS.

IN 1914 THE TOTAL WORLD TONNAGE OF SHIPS BURNING OIL FUEL WAS ONLY 1½ MILLION TONS.

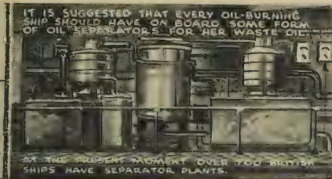
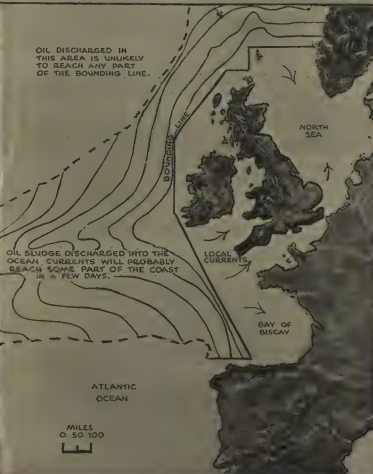


IN 1952 THE TOTAL WORLD TONNAGE USING OIL AS FUEL WAS 76 MILLION TONS.

METHODS EMPLOYED IN FLUSHING THE REMAINING OIL SLUDGE FROM THE TANKS AFTER DISCHARGING CRUDE OIL CARGO.



THE OIL DRIFT TOWARDS OUR COASTS, DEPICTING HOW THE SLUDGE DISCHARGED FROM TANKERS INTO THE OCEAN CURRENT REACHES THE SHORE. THICK BLACK LINES ON THE ENGLISH COAST INDICATE THE WORST AFFECTED AREAS.



IT IS SUGGESTED, AS AN INTERIM MEASURE, THAT THE DISCHARGE OF PERSISTENT OILS SHOULD BE PROHIBITED IN ALL UNITED KINGDOM SHIPS (AND, BY AGREEMENT, IN FOREIGN VESSELS ALSO) WITHIN A WIDE ZONE AROUND THE BRITISH ISLES.



DIAGRAMMATIC DRAWINGS SHOWING ITS MAIN CAUSES AND VARIOUS METHODS OF PREVENTING IT.

spoils the beaches, destroys and injures seabirds, fouls boats, fishing-gear, piers, etc., and damages fish, shellfish and larvae. In the case of dry-cargo ships burning oil fuel, the report recommends the installation of separators, already used in over 700 British merchant ships. It also suggests the use of plastic envelopes to plot surface currents more accurately. In this connection, the Admiralty plan to drop 10,000 of these envelopes into the sea, each containing a franked addressed postcard which the finder, for a reward of 2s. 6d., is asked to return, giving the date and place of its recovery. The Committee realise that the creation of a prohibitive zone is only a palliative, since some oils, when pumped overboard, will inevitably drift ashore. They also realise that, since no less than 58 per

cent of tankers unloading in Britain in 1952 were registered in foreign countries, such a zone can only apply to British ships. Their objective, therefore, is to seek international agreement prohibiting all ships from discharging oil into the sea. The first international conference on this subject was opened in London on October 27 by Mr. Lennox-Boyd, Minister of Transport. At this conference it was made clear that in order to make the Committee's recommendation practicable, it was essential that suitable facilities for the reception of sludge should be provided at all loading terminals and repair ports throughout the world. The Conference welcomed the expressed willingness of the main oil companies to co-operate in the provision of such facilities.

ARTIST, G. H. DAVIS, S.M.A.



A PAGE FOR COLLECTORS. CLOSE TO EARTH.

By FRANK DAVIS.

AMID the enormous range of pots, bowls, dishes, plates, figures and what have you which proliferate in all the museums, galleries, snob-shops and junk-shops of the world—things of every age and colour since men first noticed that clay hardened in the sun and then found that it could be treated with fire and so given some sort of permanency—I can well understand people throwing up their hands in despair at the thought of steering a logical course through such a bewildering mass of material and discovering for themselves just where everything belongs. Equally I can see how those same people, once they have taken the plunge and found their way about, become interested in one particular aspect of the subject to the extent of turning up their noses at anything outside it, and becoming as choosy as an old acquaintance of mine who cannot be tempted

fire it—and the gradual emergence of a tradition, beginning very close to the soil. It is this rustic earthiness before all else which most of us find so intriguing in these early pieces, when they are not imitations of something done elsewhere; they are so far removed from the grand manner, and so clearly derived from the potter's own observation; and even when, as often happens, he has a Chinese or other exemplar before him, he seems to translate that model into his own rougher language not literally, but with a pawky independence. The illustrations here seem to me to substantiate both these statements—things clearly made

by simple men for simple people—the cat (Fig. 1) anticipating the mind of Edward Lear by about a century; the squirrel (Fig. 2) straight from a children's Christmas book though not so sentimental; the dog and bull-plain statement of fact (Fig. 3). This last group, by the way, is generally referred to as a bull-baiting scene; if that is so, then it represents the peace treaty celebrations after the battle, for the two animals are obviously the best of friends. I suggest that, as bull-baiting groups are in existence, anything with a bull in it is thought to have something to do with this unedifying sport.

Now for subjects which owe their existence to other than native wit. The boy on the buffalo (Fig. 4) is a direct imitation of a fairly familiar Chinese porcelain group, and the soulful young man and maiden with attendant menagerie are clearly derived from the more sophisticated world of porcelain (Fig. 5)—yet how genuinely, how truly rural compared with the urbanities of the contemporary Chelsea or Derby figure!

Turning now from generalisation to details, look at these illustrations one by one. The cat, a lively, intelligent beast, if no prize-winner at a modern cat-show, is clearly proud of its hunting ability as all cats

who earn their living should be; salt glaze—that is, glazed over by the method of throwing common salt into the kiln when a certain temperature had been reached, the salt then vaporising and covering the contents of the kiln—black-and-white and with blue



FIG. 1. A SALT-GLAZE CAT OF THE ASTHURY TYPE (4 ins. high); AND FIG. 2 (RIGHT), A RALPH WOOD SQUIRREL (6½ ins. high).

Frank Davis describes the Staffordshire pottery cat illustrated as "anticipating the mind of Edward Lear by about a century"; and considers the squirrel to be "straight from a children's Christmas book though not so sentimental."

by anything in the wide, wide world—no, not by the noblest Ming vase—except by what was produced by the Chinese potters during the reign of Yung Ch'eng; that is, between A.D. 1723–A.D. 1735—a narrow field, it is true, but one in which he finds ample room for manoeuvre. Leaving him pursuing egg-shell fragility with single-minded enthusiasm—he finds something up to his exacting standard about once every three years—I would direct your attention for a moment to a class of ceramics, pottery, not porcelain, which is native to our soil (though, to be sure, some of it is derived from Chinese examples), at once racy and earthy, seldom insipid, which, though rare enough in its earlier phases—those illustrated here—is the parent of a large family still vigorous in our own day. These are Staffordshire figures of roughly the middle of the eighteenth century, originally made to stand on cottage mantel-pieces and to be sold at country markets or by pedlars from door to door for pence rather than shillings, and which are now recognised as important landmarks in the progress of Staffordshire as a centre of the industry.

We have by this time of day become so accustomed to thinking of nearly all industrial activity in terms of modern large-scale enterprise that I hope I shall be forgiven if I remind you of the obvious—that the Five Towns were once small villages and that the business of pottery-making was, in its origins, a rustic craft, carried on as often as not in conjunction with a small-holding. Moreover, that even when, by the end of the eighteenth century, the great firms had become firmly established (though, as was inevitable, they accounted for the greater part of the trade, and that the finest), they did not establish a monopoly; there yet remained a host of small men starting up and fading out and buying one another's pot-houses and with them the patterns and stock-in-trade, so that it is next to impossible to disentangle the whole story. Anyway, there it is—clay on the surface for the pottery, and, beneath that, coal for the furnaces to



FIG. 3. A WHIELDON BULL AND DOG IN CREAM, WITH MANGANESE AND GREEN MARKINGS (6 by 4½ ins.); AND FIG. 4 (RIGHT), A WHIELDON BUFFALO WITH A BOY (8½ by 7½ ins.). These two pieces are good examples of the practice which Whieldon introduced of staining the glazes and dabbling them over the surface to produce a soft, mottled effect. The boy on the buffalo is a direct imitation of the Chinese.



ears and markings, the blue derived from cobalt. To track down with any degree of certainty the authorship of this or other figures is decidedly puzzling, but a great deal of research has been carried out during the past fifty years, and the names which emerge with particular clarity are first that of Astbury—this cat, if not by him, is of the type to which his name is attached; then Whieldon (with whom young Josiah Wedgwood spent five years from 1754), who introduced the practice of staining his glazes and dabbling them over the surface—the result is a soft, mottled effect—purplish and yellow and brown together with green. The bull and the dog here (Fig. 3) is an example, and a good one—cream, with manganese (purplish brown) and green markings. After Whieldon comes the Wood family, of Burslem, the best-known member of which is Ralph—that is, as an independent producer. But Ralph (1715–1772) had a brother, Aaron (1717–1785), and it may be that the district really owes as much to the latter as it does to anyone, for his son Enoch, a considerable personality in his own right, wrote that his father "was modeller to all potters in Staffordshire" and also foreman to Whieldon—in short, versatile as all this we shall never know, but he had the reputation of being a quiet, cheerful sort of a man, and it is tempting to credit him with the design of anything specially amusing.

But to return to Ralph—he laid his coloured glazes on with a brush—green, blue, brownish-yellow, brownish-purple, and by blending them produced some very pleasant greyish-greenery-gallery tones—the sort of thing to be seen in the squirrel of Fig. 2. The boy on the buffalo (Fig. 4) because of its soft blue and marbled cream and brown glazes is ascribed to Whieldon; no question of its origin—it comes directly from the Far East and is, of course, easily distinguishable from its Chinese porcelain model, first by its material and secondly by the characteristic colouring.

The shepherd and shepherdess group of Fig. 5, besides being more imposing than the other pieces on this page—11 ins. high as compared with the cat's 4 ins.—is, I suggest, extremely accomplished, not merely as a piece of potting, but as a composition in the round, with the girl suitably soulful, the man intent upon his music, the heads of the sheep and the goat nicely balanced, and a spark of wit provided by the little dog emerging perkily by the shepherd's knee bang in the centre of the parish. Colours, typical Ralph Wood—man with green coat, blue waistcoat and white breeches; girl in yellow, green and white. I don't know what the experts say about this admirable group, backed so pleasantly by a flowering tree, and have not bothered to make inquiries—so, at the risk of indignant letters, venture to risk a guess—that John Voyez, whose ability as a modeller is in no dispute and who worked for many potters, both earthenware and porcelain, had something to do with it. Anyway, not a bad picture of Arcadia.



FIG. 5. MOSTLY GREEN, BLUE, YELLOW AND WHITE: A RALPH WOOD GROUP OF A SHEPHERD AND SHEPHERDESS WITH ANIMALS (11 ins. high).

This Ralph Wood group is "extremely accomplished, not merely as a piece of potting, but as a composition in the round." Frank Davis in his article sums it up as "Anyway, not a bad picture of Arcadia."

Illustrations by Courtesy of Frank Partridge and Sons, Ltd.

LONDON ROYAL OCCASIONS, A KENYA POLICE POST, A LONDON FAREWELL, AND A PARIS GREETING.



APPLAUDED BY MEMBERS OF "THE GANG SHOW": H.R.H. PRINCESS MARGARET AT THE GOLDERS GREEN HIPPODROME ON DECEMBER 8. "THE GANG SHOW" IS CELEBRATING ITS TWENTY-FIRST ANNIVERSARY. On December 8 Princess Margaret was present at a performance of "The Gang Show, 1953," given by the Boy Scouts' Association, at the Golders Green Hippodrome. Senior Sea Scouts formed a guard of honour when the Princess arrived.



AT SADLER'S WELLS ON DECEMBER 9: PRINCESS MARGARET RECEIVING A BOUQUET FROM MARYON LANE, A BALLERINA. On December 9 Princess Margaret attended a gala performance at Sadler's Wells Theatre. The Princess is president of the Sadler's Wells Foundation.



ON THE EDGE OF THE MAU MAU COUNTRY: A POLICE STATION AT NGOBIT.

The three above photographs from Kenya show the police station at Ngobit, which is some thirty miles from Thompson's Falls, on the edge of the Mau Mau district. The police huts are mud and wattle; the



SETTING OUT FOR WORK WITH POLICE ASKARIS: TWO TRACKER DOGS—JESTER (LEFT) AND JOCK II.



ASCENDING TO THE LOOK-OUT POST: THE POLICE OFFICER IN CHARGE AT NGOBIT, KENYA.

officers sleep in tents. Messages from the station are sent by Morse. The post is manned by twenty native Askaris and three European officers under the charge of Assistant Police Inspector D. Marshall.



(LEFT.) AT LONDON AIRPORT: SIR WINSTON CHURCHILL BIDDING FAREWELL TO M. LANIEL.

Sir Winston Churchill arrived back at London Airport on December 11 from the Bermuda Conference. At the doorway of the *Stratocruiser Canopus* the Prime Minister shook hands warmly with M. Laniel, the French Premier, who flew on to Paris after a wait for the aircraft to be refuelled.

(RIGHT.) IN PARIS: M. BIDAULT GREETING DR. ADENAUER, THE GERMAN FEDERAL CHANCELLOR.

Dr. Adenauer, the West German Chancellor, arrived in Paris on December 11 as delegate to the Council of Europe's Ministerial Committee. He had talks on the Saar with M. Bidault, the French Foreign Minister. Dr. Adenauer also had talks with Mr. Eden about the forthcoming Four-Power Conference with Russia in Berlin.



LIFE IN THE ROYAL NAVY ASHORE AND AFLOAT—1746-1759.

"AUGUSTUS HERVEY'S JOURNAL"; EDITED By DAVID ERSKINE.*

An Appreciation by SIR JOHN SQUIRE.

AUGUSTUS HERVEY—still a Captain when he ended his Journal, but later Vice-Admiral of the Blue—was second son of that superb memoir-writer Lord Hervey, whose account of affairs in George II.'s time has recently been published: a man cruelly labelled as "Sporus" by Pope, but a chronicler who must rank with Pepys, Boswell and Walpole. Lord Hervey, who married that muse of poets Molly Lepell, died before his father, the first Earl of Bristol. Three of his sons succeeded to the earldom. The first died unmarried. The second was the author of the journal now under consideration. The third was the celebrated Earl-Bishop, Bishop of Derry, who peregrinated through the world in so luxurious and generous a fashion that the globe is now covered with "Hotels Bristol." I have even, I think, received letters from the Hotel Bristol, La Paz, Bolivia: if I am mistaken, it must have been from Paraguay. They were an odd lot. Somebody in their time remarked that there were three sorts of human beings: men, women and Herveys. One of the Admiral's uncles was the dissolute, warm-hearted creature who was so kind to Dr. Johnson when Johnson was young that he (in general, no approver of vicious ways) said: "Call a dog Hervey, and I shall love him."

Johnson might also have liked the Admiral, though he also was dissolute. There is no evidence here that they met: but a Johnson connection there is. In 1759—that tremendous year in our history—the diarist records a perusal of "Rasselas": "Sir Edward Hawke had lent me a book called *The Prince of Abissinia*, which I read at leisure hours, but could only find it was a very good moral simple tale." Crébillon would probably have been more in his line. For he was undoubtedly a rake. He was a very odd sort of rake—but then, all his family were odd—because he was only, as it were, a rake in his spare time. Whenever he reached port his first thought seems to have been centred (after wangling himself past quarantine) upon the prospect of an "affaire" with a local woman:

married, and of high rank, for preference, but, in an emergency, a plebeian spinster would do. He usually found one, and from some of these episodes it seems clear that he must have possessed a charm which his portraits certainly do not convey. Meanwhile he was himself married all the time: when he was twenty he had secretly wedded Elizabeth Chudleigh who, twenty-five years later, bigamously married the Duke of Kingston, which led to a famous trial. Matrimony did not seriously incommode Hervey, except at times financially. In the memoirs which are now published for the first time he never refers to his wife after 1749 (when he was twenty-five) and then only to say that she had descended suddenly upon him and "I was deaf to all that siren's voice."

In the index, the names of Hervey's more intimate women-friends are marked with asterisks, which may give some people the unfortunate impression that his encounters with these ladies form the major interest of his journal. This is not so: on his extensive travels (and he saw a good deal of Courts) he took a lively interest in people and scenes; he was passionately keen on the Service and eloquent about it; and his outstanding pages are those which record the Battle of Minorca and the trial and execution of Admiral Byng, whom he frankly believed was sacrificed by the powers that were "to screen their own wicked heads." He spared nobody whom he thought to be involved in the despicable conspiracy. Of one hostile witness he remarks: "I had ever found him the most fawning sycophant that ever cringed to power"; and when the news of the condemnation came, he says that "it was easily perceived there was a sullen determination

in the King, the Duke of Cumberland, Lord Anson, and the Duke of Newcastle (which was artfully conducted by that determined, implacable villain, Mr. Fox) to sacrifice Admiral Byng in order to screen themselves from the just resentment of the people for the loss of Minorca and other infamous misconducts." He was, in general, too sweeping. The Court had no option, as the law temporarily stood, but to sentence Byng to death for his error of judgment. The recommendation to mercy was strong; and in the last resort the crime of this judicial murder must be laid at the door of the brutal George II., who refused all appeals for leniency.

There is a good deal of excitement afloat, and of fun ashore. In 1757, at Nice, Hervey casually makes the entry: "I dined here, and his Excellency shewed me an English newspaper that told me I was returned Member for Bury"—one must assume that he knew he was a candidate! Eighteen months later he arrived in his constituency: "I went very early this morning, the bells of Horringer, Chevington and Bury ringing all the way as I passed, and three or four thousand people met me about one mile out of Bury, with flags, morrice dancers, music and loud acclamations of joy. They in a manner carried my chaise into town, where I alighted at the Mayor's (Mr. Wright), and, in short, made twenty-three visits to the Corporation as they then stood." Next day he entertained the Corporation, the Justices and some local gentry to dinner: "About sixty sat down to table; we sat till 1 in the morning, most of us very drunk and all very merry and very well pleased. I gave six hogsheads of beer to the populace on the Angel Hill, and there were great bonfires and rejoicings at night." There followed another dinner and supper and a ball: "There was nothing but mirth and joy appeared and satisfaction thro' the whole town, and everyone allowed they had never seen such a ball in the town at no time." The reckoning came later. The "pretty jaunt"



"MISS" ELIZABETH CHUDLEIGH ON MAY 1, 1749: AS SHE APPEARED AT THE VENETIAN AMBASSADOR'S BALL AT SOMERSET HOUSE.

Frontispiece of a pamphlet published in 1788 after her death, "An Authentic Detail of Particulars relative to the late Duchess of Kingston."

Mrs. Elizabeth Montagu wrote: "Miss Chudleigh's dress, or rather undress, was remarkable; she was Iphigenia for the sacrifice, but so naked the high priest might easily inspect the entrails of the victim. The Maids of Honour (not of maids the strictest) were so offended they would not speak to her." Augustus Hervey married Miss Chudleigh in 1744



"VERY HANDSOME AND SENSIBLE FOR AN ITALIAN, BUT NOT VERY, VERY YOUNG—ABOUT TWENTY-SEVEN, I BELIEVE." PELLINETTA BRIGNOLE-SALE.

From the portrait in pastel on canvas, attributed to the school of Parodi, in the Palazzo Rosso (formerly Brignole) at Genoa; reproduced by kind permission of Antichita Belle Arti e Storia, Comune di Genova. Illustrations from the book "Augustus Hervey's Journal"; by courtesy of the publisher, William Kimber.



AUGUSTUS HERVEY IN 1763, ÆT. 39.

From the portrait by Sir Joshua Reynolds at Wilton House, reproduced by kind permission of the Earl of Pembroke.

he found had cost him nearly four hundred pounds, which was a considerable sum at that time, and probably came out of his prize-money. However, he returned cheerfully to town and amused himself with Kitty Fisher, dined, danced and spent one evening in a house "where was Lady C—, Lady B—y and Lady Caroline Seymour, to all which three I was laying in pretensions."

His brisk style, both of acting and of writing, could be freely illustrated from his descriptions of incidents at sea. Here, for instance, is the opening of one of them: "The 8th I chased three pollacres which a Catalan vessel had told me were French. It being calm I sent my boats to chase them with Mr. Shenery and Mr. Holmes (2nd and 3rd Lieutenants), and by night they were within pistol-shot of them, but finding they were all lashed together, and one of them appearing a vessel of force, they thought it most prudent to return, and got on board about midnight. I was very surprised they had not made sure at least of what they were, and expressed my dissatisfaction at not leaving a boat to follow them with false fires, that the ship might go after them if there came wind, and, if not, that I could send more force after them. The next morning, however, at dawning of the day, we saw the three vessels and, being scarce any wind, we only saw the white of their ensigns, on which everybody on board declared them French. It inclining to calm, and a whole day before us, and these vessels not above three leagues from us, and having found fault with the officers the night before for not seeing at least what they were, I determined to go myself to set them an example of their duty, and in consequence set off with the boats at 7 o'clock, and by 2 in the afternoon was within musket-shot of the three pollacres, all lashed together, as they had done before, designing to defend themselves with all their people, taking us for Algerines. I ordered the barge and yawl to row on the larboard bow, whilst I attacked the starboard quarter with the pinnace and long-boat, having swivel-guns and thirty men in her. But I went in the pinnace to head the boarding, and fired several swivel guns at them. They called out, and at last got poles to spread their colours which till then hung down only white. Just as we were rowing under their quarter, we perceived arms in their colours, and they called out they were Neapolitans." So he made one of them tow him back to the ship and stood the crew a drink.

It all reads like a yarn of Captain Marryat's about a later war. But had Marryat invented it the Neapolitans would have had passengers aboard, including a beautiful girl, with whom his midshipman hero would fall at once in love—little knowing (though the reader would!) that he would meet her again on shore and eventually marry her.

The editing is well done, and the notes must have involved a good deal of labour. But who (p. 115) is the painter Carlo Dolu: can he be Carlo Dolci? And did Frederick, Prince of Wales, die of a cold contracted at tennis? I have always believed that he was killed by a cricket-ball.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 1038 of this issue.

* "Augustus Hervey's Journal. Being the Intimate Account of the Life of a Captain in the Royal Navy Ashore and Afloat, 1746-1759." Transcribed from the original manuscript at Ickworth and edited by David Erskine. Illustrated. (William Kimber; 25s.)

"ROUGH JUSTICE" OF 2000 YEARS AGO: AN EXECUTED GIRL PRESERVED IN PEAT.



LIKE A STATUE BY CANOVA: THE BODY OF A FOURTEEN-YEAR-OLD GIRL, BLINDFOLDED AND KILLED BY DROWNING IN A MOORLAND BOG 2000 YEARS AGO, RECENTLY DISCOVERED, ALMOST PERFECTLY PRESERVED, IN PEAT DEPOSITS IN SCHLESWIG-HOLSTEIN, NORTHERN GERMANY.

THE official reports are now available on the discovery in a peat-bog in Schleswig-Holstein of a remarkably preserved corpse of a young girl of about 2000 years ago; and these notes are based on the report of Dr. Karl Schlabow, of the Schleswig-Holstein Museum in Gottorp Castle, who was in charge of the removal of the finds to the Museum. Such discoveries have been not uncommon over a number of years, but the remains have been usually much disturbed. On this occasion notice was given at the first discovery of the body by peat-cutters; and as a result the body was lifted in a single huge block of peat and transferred to the Museum in a motor-hearse—perhaps the first time that a modern hearse has been used to transport a 2000-year-old corpse. Strangely enough, the curious bystanders at the operation lined the road and gave the effect of mourners paying their last respects to this girl who had been dead so many years. At the Museum the layers of peat were carefully removed and the clenched hand of the right arm first appeared, raised as if defensively. Round the eyes a cord-like bandage had been tied—still fully preserved, with its technique of weaving still

[Continued opposite.]

(RIGHT.) THE ASTONISHINGLY PRESERVED HEAD OF THE DROWNED GIRL. THE LEFT SIDE OF THE SCALP HAD BEEN SHAVED, PROBABLY AS A MARK OF SHAME, BEFORE DEATH; AND THE BLINDFOLD APPLIED BEFORE FORCIBLE DROWNING.



Continued.] quite clear. The torso was turned slightly to one side; and beneath the back lay a huge stone, which may have been used to weight down the body. The brain was perfectly preserved and has been sent to the Max Planck Institute for Brain Analysis. The age of the corpse was discovered to be about fourteen, and the skull is dolichocephalic. Pollen analysis and the stratification of the bog place the burial at about the beginning of the Christian Era. The girl's body is naked except for a collar of hairy ox-hide and the left side of the scalp had been shorn—presumably with a shaving knife—and the state of growth indicates that this was done about three days before the death. The cause of death appears to be drowning. Not far away the body of an adult man of the same period has been discovered, but this is much less well preserved, and the man in this case had been strangled with a hazel rod. It is not possible to say definitely why the girl was drowned in this manner; but there are two remarks in Tacitus' *Germania* which bear on the subject. In the first, the punishment of an adulteress is described: "After the cutting off of her hair, the husband drove her forth from his home naked in the presence of the neighbours." In the second, cowards, runaways and unclean persons are described as being drowned in bogs under a cover of interlaced branches.



THE GIRL'S BODY SEEN FROM THE LEFT SIDE, WITH THE RIGHT ARM RAISED, WITH CLENCHED FIST, AS IF IN DEFENCE. ROUND THE NECK IS A COLLAR OF OX-SKIN.

UNLESS the world gets rid entirely of the practice of war, military discipline must remain in some form. The tendency to alleviate its harshness is unending, but it cannot be dispensed with. Those servants of the nation who are allotted the task of defending it against its enemies must, if they are to be an efficient instrument, be subjected to constraints which are not inflicted upon other men. Broadly speaking, these constraints have two objects: the creation of obedience, regularity, order and punctuality among large bodies of men who, without these military virtues, would be little better than an armed mob; and the fortification of their spirits and bodies to enable them to face the dangers, exertions and moral strain to which they are subjected. Discipline is naturally more severe in war than in peace, yet, since the fighting forces prepare in peace their fitness for war, the gap between the two standards cannot safely be allowed to become too wide. Indeed, some of the more obvious signs of discipline, such as smartness in drill and appearance, are more apparent in peace than in war.

Public opinion on the subject of discipline, and therefore in democratic States discipline itself, is to a large extent dependent on the constitution of the armed forces. Where they are, as was until recently the case in this country, a relatively small professional body, the nation at large is not likely to concern itself deeply with the question, or indeed to know much about it. It may intervene to check what it considers undue severity, but it will not maintain a continuous interest in the subject. The case becomes very different under conscription. Then it is no longer a question of a small number of professionals being voluntarily enlisted for a long period, but of the whole youth of the nation being compulsorily enlisted for a short one. The economic effects are debated by politicians and leaders of industry, and authorities on education have their say. Most important of all, the mass of the people are directly concerned. They know a great deal about what is going on. The Services are under a searchlight. A stream of correspondence is addressed to the Press and to Members of Parliament. The pressure in favour of relaxing or modernising discipline becomes very strong.

These reflections are aroused, not by any recent events or tendencies in the British Services, but by a report addressed to the United States Secretary of Defence, Mr. Wilson. It was drawn up by a committee from the three Services which had been sitting in the Pentagon at Washington. This report, in effect, condemns the policy of the Services themselves since the end of the Second World War. It declares that Service leaders must accept full responsibility for having yielded to the pressure exerted by the public and the politicians to whittle away the distinctions between ranks, with what it considers to have been disastrous results. The report concludes unanimously that there has been a uniform decrease of morale in the armed forces of the United States and that professional standards have deteriorated for lack of effective discipline. It declares that an effort has deliberately been made, and has been only too successful, to force officers and other ranks into a "common social pattern." In accordance with this policy there has, it asserts, been undue interference with military units from outside, which has resulted in a decrease of the authority of officers within the unit.

However, not all the blame can be laid upon this alleged weakness of the Services. The Korean war brought in a flood of inexperienced and in some cases incompetent officers and N.C.O.s, which contributed to indiscipline and a decline in respect for authority. The committee's knowledge of what has happened is obviously far greater than any outside observer's. At the same time, I do not see why officers serving before the Korean war should be absolved. It is well known that the standard in the troops of occupation in Japan had fallen deplorably and that Tokyo had become an American Capua. Perhaps we are to take it that the process was begun by the new policy of 1946 and accentuated by the dilution of the officers and N.C.O.s. Some reproaches have recently been issued to the Army for undignified and even ludicrous

A WINDOW ON THE WORLD. ON MILITARY DISCIPLINE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

propaganda, obviously the work of public relations officers better acquainted with advertisement of the crudest kind than with the needs of disciplined armed forces.

Among the committee's recommendations stands first and foremost the restoration of discipline. It urges that restrictions on the power of unit commanders, who must always be the chief instruments of discipline, should be reduced, and that in general the prestige and authority of officers and N.C.O.s should be restored. One recommendation which I heartily applaud, and to which all senior officers in all armed forces should give attention, asserts that the main object of military training is to impart knowledge which will make the forces competent to undertake their work and to render them physically fit. At the same time it considers that less emphasis should be placed on what it calls "dubious moral aids." My own opinion is that, whereas "moral aids" of some sort have become necessary owing to increased urbanisation and the softening brought about by material civilisation, they are apt to be

This may not be a certain guide to public opinion, but must have a connection with it.

Moreover, while British officers who have come under criticism are covered by the representatives of the Services in Parliament, and dismissed, or at least reprimanded, when they cannot be excused, their senior American counterparts have to face cross-examination by Senatorial committees. Perhaps, too, ours have been happier in the task of reconciling the need for discipline with modern ideas. At present there could be no question in this country of a military committee sitting at the Ministry of Defence reporting to Field Marshal Lord Alexander that a serious drop in the standard of discipline had occurred. Yet it is well known that none of the Services are satisfied that the total intake of their regular officers is as good as it should be or that they have at their disposal a high enough proportion of experienced warrant and non-commissioned officers. For all the differences between the armed forces of the two nations, some of which we feel to be in our favour, the basic problem is essentially the same.

It is one which must be faced and solved in the spirit of the times. No good can come from lamenting that this is what it is or comparing it unfavourably with that of half a century ago. Whether good or bad, it exists, and it must influence conduct. Nor can the junior officer and N.C.O. use means to maintain or restore discipline which have not the sanction of military law and the regulations in force. If their

political chiefs play to the gallery, the only help for that is for the professional heads of the Services to give them the clearest possible warning of the results. Cases may be found in which such warning has been disregarded, but they are not common. In general the political chiefs come to recognise that they bear a heavy responsibility for the welfare of the Services which they represent and that they may do untold harm by courting an easy popularity with those who cannot appreciate the danger. It may prove to be as fatal to let the discipline of a fighting Service slip as to let its equipment and weapons become obsolete or neglect its tactical training.

I have spoken of "the spirit of the times." I have expressed the view that it cannot be disregarded. In many respects, especially in humanity and impatience with petty and needless restrictions, it is a sound guide. One feature of it which is not sound may be combated by the military officer; in fact, it is his duty to do so. In war self-reliance within the framework of discipline is one of the greatest of virtues. Not being sufficiently strong in civil life, it should be cultivated and fostered in the fighting forces. Actually, in days of general *laissez faire* the British Army did far less to encourage self-reliance than it now does. A staff officer wrote after the South African

War that we often made the soldier a fool because we started with the assumption that he was one and so taught him to regard himself as such. That error has been recognised. Yet, while the encouragement of self-reliance has increased, the need for it in modern warfare has grown almost as rapidly, so that there still remains ground to be covered.

Compulsory service in the armed forces is not welcomed by the majority of those who are called on to undergo it. We know that all but a small proportion of them would avoid it if possible. This increases the need to make it as interesting and enlivening as may be. But that cannot be achieved along the path of loose discipline, slackness and ease. The failure of discipline may not bring about discontent as quickly as undue severity, but in the long run it creates worse discontent. The ideal discipline is not only part and parcel of the means of organisation and training but also in itself a tonic. Some may shrug their shoulders over these words and retort that ideals are never attained. The answer is that we cannot do without them and that we can approach this particular ideal as closely as any. The pride which can be aroused in a trained and disciplined soldier—I use the word in its older and wider sense—and which is an invaluable adjunct to training and discipline can never be achieved without them. Sentimentalism may ruin the value of fighting forces. The soldier's life must not be soft, whether his service is for all his working years or for two only.

LADY CHURCHILL RECEIVES THE PREMIER'S NOBEL PRIZE.



RECEIVING FROM THE KING OF SWEDEN THE NOBEL PRIZE FOR LITERATURE AWARDED TO SIR WINSTON CHURCHILL: LADY CHURCHILL, WHO WAS A GUEST OF KING GUSTAF ADOLF AND QUEEN LOUISE, IN STOCKHOLM.

The normal procedure when the winner of a Nobel Prize cannot attend is that it is accepted on his behalf by the Ambassador of his country; but in the case of the Prime Minister, Sir Winston Churchill, who was unable to go to Stockholm, as an additional honour, his wife was invited to attend and to receive the Nobel Prize for Literature on behalf of her husband. She arrived in Stockholm with her daughter, Mrs. Soames, on December 8, and on December 10, as the climax of the "solemn festival of the Nobel Foundation," King Gustaf Adolf presented her with the award. She heard Dr. Sigfrid Siwertz, one of the eighteen members of the Swedish Academy, summing up the literary achievements of Sir Winston and referring to him as "a Caesar who wields the stylus of Cicero." In addition to the medal and book which Lady Churchill received for Sir Winston, there is a sum of £12,000 paid in Swedish kroner. At the banquet which followed, Lady Churchill read a message from her husband which roused great enthusiasm; and finally she and the King and Queen of Sweden attended a ball. During their visit to Stockholm Lady Churchill and Mrs. Soames were guests of the King and Queen of Sweden.

overdone in most of the armed forces of democratic nations. In some cases it seems to me that advisers unacquainted with the needs of armed forces and lacking military experience have been given too much scope. The problem is doubtless most difficult in the United States, where material civilisation has made the longest strides, but it is not confined to that country.

Pressure from public and politicians has also naturally been strongest in the United States. This nation had before the year 1939 been engaged in a number of wars, conducted with pretty consistent success, but, in the bad sense as well as the good, had been the least military of great nations. While in most European nations the corps of officers had represented an honourable military career, in the United States it had enjoyed no such advantage. Apart from a few faithful military families, it had not been able to draw on the best and most intelligent sources. They had put their sons into business and the professions. The Navy was more highly regarded than the Army, but even it occupied a lowly position. Since the war, dissatisfaction with leadership, from top to bottom, has been much more acute than in our country. Literature, and in particular the rough, ugly and sensational realism in which young American writers of fiction specialise, has reflected this sentiment. In certain cases American ships and units have been pictured as mad-houses presided over by sadists.

THE NOBEL PRIZE PRESENTATIONS: CEREMONIES IN STOCKHOLM AND OSLO.



PRIZE-WINNERS: PROFESSORS LIPMANN (U.S.) AND KREBS (U.K.) FOR MEDICINE; PROFESSOR STAUDINGER (W. GERMANY), CHEMISTRY; AND PROFESSOR ZERNIKE (HOLLAND), PHYSICS.



THE OSLO NOBEL PEACE PRIZE, 1953, PRESENTATION TO GENERAL MARSHALL (CENTRE; SEATED)—MR. GUNNAR JAHN, CHAIRMAN, NOBEL PEACE PRIZE COMMITTEE, IS SPEAKING.



THE STOCKHOLM NOBEL PRIZEGIVING BANQUET: PRINCESS MARGARETHA OF SWEDEN WITH PROFESSOR HANS ADOLPH KREBS (U.K.), WHO SHARED THE MEDICINE AWARD WITH PROFESSOR LIPMANN (U.S.).

The Nobel Prizes are awarded from the Nobel Foundation established under the will of Alfred Bernhard Nobel (1833-1896). Those for Physics and Chemistry are awarded by the Swedish Academy of Science, Stockholm; that for Medicine or Physiology by the Caroline Medical Institute, Stockholm; and that for Literature by the Academy, Stockholm. The Peace Prize is awarded by a committee of five elected by the Norwegian Storting. The first distribution of Nobel Prizes took place on December 10, 1901. General George Marshall received the



THE STOCKHOLM NOBEL PRIZEGIVING ON DECEMBER 10: THE MEMBERS OF THE SWEDISH ROYAL FAMILY ARE SEATED IN THE CENTRE, BELOW THE PLATFORM.



AT THE STOCKHOLM NOBEL PRIZEGIVING: PRINCESS MARGARETHA, PRINCE BERTIL, QUEEN LOUISE, KING GUSTAF ADOLF, PRINCESS SYBILLA, PRINCESS INGEBORG, LADY CHURCHILL AND MRS. SOAMES (L. TO R.).

Peace Prize, 1953, in the presence of King Haakon and Crown Prince Olav at Oslo University; and the French Ambassador received the 1952 Peace Prize for Dr. Schweitzer, who could not attend. In Stockholm (as recorded on our facing page) Lady Churchill accepted Sir Winston Churchill's prize for Literature. The winners of the Physics, Chemistry and Medicine prizes are shown before the ceremony at Stockholm, which was attended by 2000 people headed by members of the Swedish Royal family and the Swedish Cabinet.

THE ROYAL TOUR OF THE COMMONWEALTH: LIFE AND CUSTOMS OF FIJI.



A PICTURESQUE SMALL ISLAND OF THE FIJI ARCHIPELAGO: BAU, OFF THE SOUTH-EASTERN COAST OF VITI LEVU, ONCE THE POLITICAL CENTRE OF POWER IN THE GROUP; AND FORMER SITE OF CHIEF CAKOBAU'S FORT.



A FORMAL OCCASION: ONE OF THE ATTENDANTS, WEARING CEREMONIAL ATTIRE OF BARK CLOTH, AND GARLANDED WITH FLOWERS, IS HANDING A CUP OF KAVA TO A SEATED GUEST.



PREPARING LOCAL TIMBER FOR USE IN THE CONSTRUCTION OF A FIJI HOUSE: MEN STRIPPING A LOG OF ITS SOFTWOOD. IT HAD BEEN BROUGHT TO THE SITE BY WATER.



CALLING A MEETING OF THE VILLAGE COUNCIL IN TRADITIONAL STYLE: A NATIVE OF FIJI USING A SHELL TRUMPET REMINISCENT OF A TRITON'S CONCH.



HOUSE-BUILDING IN FIJI STYLE: MEN ERECTING SKINNED REEDS WHICH WILL BE LACED TOGETHER WITH STRIPS OF HIBISCUS FIBRE IN ORDER TO FORM THE INNER WALL SURFACE.



HOLDING THE LEAVES OF A TARO: A FIJIAN DISPLAYING THE PLANT, WHICH BELONGS TO THE ARUM FAMILY, AND HAS A BARREL-SHAPED TUBEROUS ROOT WHICH PROVIDES STAPLE FOOD FOR MANY ISLANDERS.



HAIR-TREATMENT, FIJI STYLE: TWO WOMEN, THEIR HEADS PLASTERED WITH A SPECIAL MUD, WHICH WHEN RINSED OFF WITH A HOT INFUSION, LEAVES THE HAIR A RICH, DEEP BLACK.



WITH THE RAW MATERIALS FOR HER MAT-MAKING: A FIJI GIRL. THE LEAVES FROM A PANDANUS (SCREW-PINE) WHICH SHE HAS CUT WILL BE DRIED AND BLEACHED BEFORE THEY ARE USED FOR WEAVING.

On December 17 the Queen and the Duke of Edinburgh were due to reach Suva Harbour in the *S.S. Gothic* and to spend a busy two days in her Majesty's Pacific colony of Fiji. The ceremonial arranged in her honour no doubt interested her very much as it does not resemble any other Royal pageantry in which she has played a part. On arrival a *cavukelekele* (invitation to land) was arranged to be extended to the Royal visitors by a Fijian chief, and once on shore more traditional ceremonies of welcome were scheduled at Albert Park before the Queen and the Duke began their tour of inspection of medical schools and other institutes; and drove through Nausori before dining at Government House prior to the State ball. The island of Bau, one of the smaller isles of the group, was, about 1830, the political centre of Fiji. At the time of the British annexation in 1874, Chief Cakobau had his historic fort there.

THE ROYAL TOUR: H.M. THE QUEEN'S VISIT TO FIJI, ISLAND SCENES.



(ABOVE.) ON THE WEST COAST OF VITI LEVU: NADI AIRPORT AS SEEN FROM THE AIR. BUILT DURING THE WAR, IT IS NOW AN IMPORTANT REFUELLING POINT FOR AIRLINERS.



(ABOVE.) VIEWED FROM THE AIR AND ASSUMING A MOSAIC PATTERN: THE SUGAR-CANE FIELDS IN THE NORTH-WESTERN DISTRICT OF VITI LEVU.

DURING the second day of her Majesty's visit to Fiji (Dec. 18), the Queen was to receive the Colony's address of welcome in the Legislative Council Chamber and then visit the new Anglican Cathedral and the Royal New Zealand Air Force Flying-boat Station at Laucala Bay. The Queen and the Duke of Edinburgh then arranged to travel in a flying-boat to Lautoka via the south coast of Viti Levu. After lunching at the Governor's "bure" (a typical Fijian thatched cottage), her Majesty and the Duke were to

[Continued opposite.]

(RIGHT.) THE MOUNTAINOUS INTERIOR OF VITI LEVU: A VIEW OF NABUI, A PEAK IN THE KOROBASABASAGA RANGE.



attend a sports meeting at Churchill Park before returning to Suva, where his Royal Highness was due to meet scientists and research workers on board S.S. *Gothic*. The Queen and the Duke of Edinburgh were due to depart by air for Tonga to-day (Dec. 19). The principal island in the Fiji group is Viti Levu, 4,053 square miles in area, with the town of Suva and its excellent harbour on the south-east and on the west coast Nadi Airport, which was built by the New Zealand and U.S. authorities in the early days of the war in the Pacific and became one of the largest Allied bases in the South Seas.



THE RESIDENCE OF THE GOVERNOR OF FIJI, SIR RONALD GARVEY: GOVERNMENT HOUSE AT SUVA, WHERE THE QUEEN ARRANGED TO DINE ON DECEMBER 17.



BUILT OF HEAT-INSULATING MATERIALS: A NATIVE "BURE," OR THATCHED COTTAGE, WHICH PROVIDES A COOL RETREAT DURING THE HEAT OF THE DAY.

AIR, LAND AND SEA: EVENTS AT HOME AND ABROAD RECORDED BY CAMERA.



(ABOVE.)
TO BE LAUNCHED BY H.M. THE QUEEN ON AUGUST 17 NEXT YEAR: A PAINTING OF THE SHAW SAVILL LINE'S NEW 20,000-TON PASSENGER STEAMER.

Her Majesty the Queen has consented to launch the Shaw Savill Line passenger steamer now being built by Harland and Wolff, Belfast, on August 17 next year. This ship will have a designed speed of over 20 knots and will have accommodation for about 1200 one-class passengers. No cargo will be carried, and the propelling machinery will be incorporated as far aft as the hull will permit. The ship will make four round-the-world voyages every year.



(RIGHT.)
THE COMMONWEALTH'S NEWEST POTENTIAL OILFIELD: AN AIR VIEW OF THE SITE AT EXMOUTH GULF, WESTERN AUSTRALIA, WHERE ON DECEMBER 4 AN OIL STRIKE WAS REPORTED.

In our last week's issue we gave photographs illustrating the oil discovery at Exmouth Gulf, Western Australia, on December 4. This picture shows an air view of the drilling site, with, to the right of the derrick, the black shale from the outlet pipe easily distinguishable. Drilling has continued since the discovery of oil, and with every 10 ft., samples are brought up for checking. Oil shares fluctuated in price on Stock Exchanges after the news. The strike is not a "gusher."



THE NEW PHILADELPHIA AIR TERMINAL: A VIEW FROM THE AIR SHOWING THE MAIN BUILDING AND THE TWO 525-FT. FINGER RAMPS FOR PASSENGER TRAFFIC.

On December 12, the new Philadelphia air terminal building was opened officially. Our photograph was taken from a helicopter and shows the 1100-ft.-long main building, located on Industrial Highway (upper left) and the two finger ramps for passenger traffic.



NOW IN COMMISSION: THE U.S.S. ALBACORE—A HIGH-SPEED UNDER-WATER TARGET AND EXPERIMENTAL SUBMARINE AT PORTSMOUTH NAVY YARD

The United States submarine *Albacore* was designed to provide essential hydrodynamic data for future submarine construction and a target submarine for training purposes. She was commissioned at the Portsmouth Naval Shipyard, on December 5, and has a complement of forty officers and men.



AN UNUSUAL PACK IN KENYA: THE HUNTING DACHSHUNDS OWNED BY MRS. J. F. WISDEN, WHICH ARE TRAINED TO THE HORN AND HUNT SMALL BUCK.

Our photograph shows a pack of dachshunds owned by Mrs. J. F. Wisden, of Kunyak Estate, Kenya, which are trained to the horn and have hunted small buck and dikdik. On one occasion they were present at the capture of a leopard, and the leader of the pack actually sprang and seized its tail.

FIFTY YEARS OF POWERED FLIGHT.

A SUPPLEMENT ILLUSTRATING MAN'S CONQUEST OF THE AIR.

THURSDAY, DECEMBER 17, 1903. The time is 10.30 in the morning. A cold north wind from the Atlantic blows over the Kill Devil Sand Hill at Kitty Hawk, in Dare County, North Carolina, United States of America. Rain puddles are skimmed with ice as the chill wind sweeps across the narrow strip of land between Albemarle Sound and the Atlantic Ocean.

A quarter of a mile north of the sandhill a little knot of people stand round an angular white flying machine—a biplane, a mass of slender struts and bracing wires, elevators on outriggers in front, twin rudders behind. The apparatus stands, quivering in the wind, on a wooden four-wheel dolly mounted on a single, steel-shod launching-rail, 60 ft. long.

Seven men form the group around the biplane. Chief among them is tall, lean Wilbur Wright, thirty-six years old, with his brother Orville, four years younger. Both are by profession bicycle-makers of the Wright Cycle Company, Dayton, Ohio, by ancestry descendants of the Elizabethan Wrights of Kelvedon Hall, in Essex. By inclination they are aeronautical students and engineers, constructors of the Wright *Flyer* powered-glider biplane and its 12 horse-power engine. The other four men and a boy have come to watch and to help. There is W. C. Brinkley, a local lumber buyer of Manteo. Beside him are John T. Daniels, W. S. Dough and A. D. Etheridge, of the Kill Devil Life-Saving Station. And there is John Ward, sixteen years old, who lives at Nag's Head, near by.

Now, at 10.35, Orville lies full length on the lower wing, beside the engine, gripping the elevator controls, his hips fixed in a cradle which controls wing-warping and rudders. The engine has already been started to warm it up by the brothers turning the two propellers simultaneously by hand. Wilbur now steadies the starboard wing-tip. Orville slips the wire restraining the *Flyer*; the biplane slides forward. Forty feet along the rail it lifts. The *Flyer* climbs in a seesaw course to 8 or 9 ft., flying at about 31 m.p.h. against a 24 m.p.h. wind. Its forward speed over the ground is only seven miles an hour. Wilbur can run with it to the end of the launching-rail.

Wilbur halts; he stands watching, eager, triumphant. The conquering biplane is crude. But it is sound in construction, a result of four years of stern endeavour. Its wing-span is 40 ft. 4 ins., its wing area 510 square ft. With pilot, fuel and oil, it weighs 925 lb. The 12 h.p. Wright-Taylor, four-cylinder-in-line water-cooled engine, which weighs 152 lb., lies on its side on the bottom wing, driving two pusher airscrews (true propellers) through steel shafts and bicycle chains. The *Flyer* has cost the Wrights less than 1000 dollars to build.

Twelve seconds it lasts—the world's first power-driven, controlled, flight. Then, 123 ft. from its start, the biplane—over-controlled—swoops down and touches ground. The first powered flight by man is over.

That was how it all began. Nearly five years had to pass before the world in general would believe it.

For countless generations man had lived and moved in two elements. Even in prehistoric times the cavemen,

THE AGE OF AVIATION: A SURVEY OF THE LAST FIFTY YEARS.

By PETER G. MASEFIELD,

M.A., F.R.A.E.S., F.INST.A.E.S., M.INST.T. (Chief Executive of British European Airways and Vice-President of the Royal Aeronautical Society.)

hemmed in by narrow tracks and impassable seas, looked up to the skies and envied the birds. Their swift flight was untrammelled by barriers on land or by water.

And so for thousands of years man strove to fly. Those early ambitions and groping efforts are handed down in tale and legend—among them those of Dædalus and Icarus, who flew too near the sun; of Weyland the Smith and of Bladud, King of Britain, father of King Lear, who "fell and brake his necke" a thousand years ago. Throughout history the ambition has burned. Leonardo da Vinci, foremost thinker of his day, designed several "flying machines" early in the sixteenth century. He was

followed by men such as Cayley, Henson, Stringfellow, Pilcher, Hargrave, Phillips, Lilienthal, Ader, Maxim and Langley—to recall but a few. Each came nearer to achieving success than those who went before him. The invention of the internal combustion engine brought triumph; man learned to move in three elements.

Before this—on October 15, 1783—the first historically recorded flight by man was made in a lighter-than-air craft. M. Jean-François Pilâtre de Rozier ascended to about 80 ft. for 4 mins. 25 secs. in a hot-air Montgolfier captive balloon from the Jardin Reveillon, in the Faubourg Sainte Antoine, Paris. On November 21, 1783, he made the world's first free flight of 5½ miles in 25 mins. from the garden of the Château de la Muette, with the Marquis d'Arlandes as passenger. But the balloons, and the early airships which followed them, were at the mercy of the winds and contributed little to airmanship as we know it to-day.

The true conquest of the air was achieved only in the twentieth century. On December 17, 1903, after four years of determined study and experiment, the Wright Brothers each made two flights in their heavier-than-air machine at Kitty Hawk. The longest and last flight that morning—by Wilbur—was 59 secs.; the distance 852 ft. The Wright Brothers were first disbelieved and ridiculed and then successively spurned by the Governments of the United States, the United Kingdom and France. Not until August 1908 was their success generally acknowledged, although in 1905 they made a flight of 24 miles. Now, in little more than a generation, flying has revolutionised peace and war and has altered the destinies of nations and empires.

The first fifty years of mechanical flying fall naturally into six eras, each clearly separated from the other by great sociological or technical changes—not all of which were advances. Those six eras may be classed as follows:

Era 1 (1903-1914). During these eleven years the great pioneers made their names—the Wright Brothers, Blériot, Cody, Glenn Martin, de Havilland, Santos Dumont, Dunne, Henry and Maurice Farman, Moore-Brabazon, Grahame-White, Handley Page, A. V. Roe, Hucks, Hawker, Latham, Rolls, Prevost, the Short Brothers, Sopwith—and many others. The Channel was flown in 37 mins. in July 1909 by Blériot in his monoplane; the second Schneider Trophy contest was won by Pixton in a Sopwith biplane; a speed of 127 m.p.h. was attained in France, and a height of 25,780 ft. was reached in Germany. Another German succeeded in staying in the air for 24 hours and 12 mins. before alighting. Airships were developed. The aerodromes at Hendon, Brooklands, Larkhill, Farnborough and Eastchurch became centres of air activity in Great Britain.

Era 2 (1914-1918).—During these four years the sporting aeroplane of 1914 evolved into the agile single-seat fighter of 1918 and the first heavy bombers were built. Air Forces appeared as essential units in national defence and began to influence the strategy and tactics of warfare. The Royal Flying

[Continued on page 1024.]

SOME OF THE GREAT MEN WHO HAVE MADE AVIATION HISTORY.



MR. ORVILLE WRIGHT.
Made the first powered flight in history at Kitty Hawk, U.S.A., on December 17, 1903.



MR. WILBUR WRIGHT.
Designed with his brother and flew the first powered aircraft on December 17, 1903.



MR. S. F. CODY.
An American by birth who made the first official flight in England in a "power-kite" in 1908.



M. LOUIS BLÉRIOT.
Made the first flight across the Channel, from Barraques to Dover, in a monoplane, on July 25, 1909.



MR. ALBERTO SANTOS-DUMONT.
Made first public flight in a heavier-than-air machine (box-kite) in Europe in 1906.



MR. HENRY FARMAN.
An Englishman domiciled in France who was the first aviator to fly 100 miles (1909).



MR. GLENN CURTISS.
Gained the first prize offered in America for mechanical flight, flying a mile in 1908.



M. HUBERT LATHAM.
First man to attempt to fly the Channel, on July 19, 1909, but failed owing to engine trouble.



SIR ALLIOTT VERDON-ROE.
Responsible (in 1911) for the introduction and development in England of the tractor type of aeroplane.



LORD BRABAZON OF TARA.
As J. T. C. Moore-Brabazon was, in 1909, the first British pilot to fly in Great Britain.



MR. CLAUDE GRAHAME-WHITE.
Took part in a gallant race from London to Manchester in April, 1910, which L. Paulhan won.



SIR GEOFFREY DE HAVILLAND.
Founder of the great aircraft firm which has produced the famous *Comet* jet airliner.



THE FIRST POWER-DRIVEN, MAN-CARRYING AEROPLANE EVER TO MAKE A FREE, CONTROLLED AND SUSTAINED FLIGHT: THE WRIGHT BROTHERS' FLYER AIRBORNE, WITH ORVILLE AT THE CONTROLS AND WILBUR RUNNING ALONGSIDE (RIGHT)—A TRIUMPHANT MOMENT IN THE HISTORY OF MAN'S CONQUEST OF THE AIR.

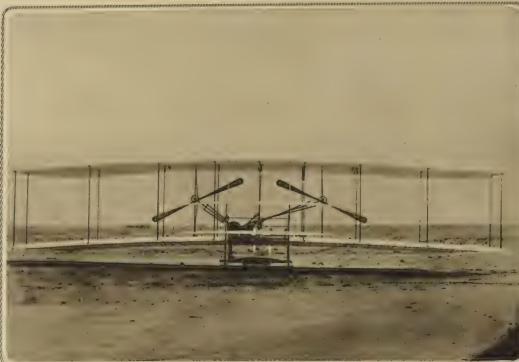


THE BIRTHPLACE OF AVIATION: A VIEW OF THE WRIGHT BROTHERS NATIONAL MEMORIAL, WHICH MARKS THE APPROXIMATE SITE OF THE FIRST SUCCESSFUL POWERED FLIGHT AT KITTY HAWK, NORTH CAROLINA, ON DECEMBER 17, 1903. ORIGINALLY KNOWN AS THE KILL DEVIL HILL NATIONAL MEMORIAL, IT HAS RECENTLY BEEN RENAMED.

KITTY HAWK, TO-DAY AND FIFTY YEARS AGO: MAN'S DREAM OF FLIGHT COMES TRUE.

"This flight," wrote Orville Wright, "lasted only twelve seconds, but it was, nevertheless, the first in the history of the world in which a machine carrying a man had raised itself by its own power into the air in full flight, had sailed forward without reduction of speed, and had finally landed at a point as high as that from which it started." Actually, during the morning of that historic day, December 17, 1903, four flights had been made. The first flight had been very short, but the succeeding ones rapidly increased in length until the fourth, which lasted fifty-nine seconds, carried the 'plane a little more than half a mile through the air and a distance of 852 ft. over the ground. Wilbur (1867-1912) and Orville (1871-1948) Wright, who were by profession bicycle-makers, began to study aeronautics in 1896, after the death of the German, Otto Lilienthal, whose gliding experiments had aroused their interest. In 1900 they tested their first man-carrying glider and, after obtaining data by the use of a wind tunnel, constructed a third glider, with which they made over 1000 gliding flights during September and October 1902. These successes led them to build the aeroplane illustrated above. It was controlled by an elevator plane in front

and a vertical rudder in rear. Lateral stability was maintained by warping the wings and a prone position was adopted by the pilot to reduce resistance. The power was supplied by a 12-horse-power four-cylinder-in-line water-cooled petrol engine. When starting, the aircraft was driven along a rail in order to obtain more easily the initial speed necessary for flight. The machine, after being exhibited in the Science Museum, London, from 1928 until 1948, was returned to the U.S.A. and placed in the U.S. National Museum, Washington. Although the Wright brothers carried on with their experiments and made further flights, it was not until March 1908, four-and-a-half years after their first successful flight at Kitty Hawk, that they received official recognition of their achievement and the world at large were able to see them fly—a situation surely without parallel in the history of science. The fiftieth anniversary of Orville Wright's first flight is being marked by a special exhibition at the Science Museum, which opened on December 15. The occasion was also celebrated at the Dorchester Hotel on December 17 by a dinner, given jointly by the Royal Aeronautical Society and the Royal Aero Club.



THE AIRCRAFT WHICH MADE THE FIRST POWERED FLIGHT IN HISTORY: THE WRIGHT BROTHERS' FLYER. On Thursday, December 17, 1903, Orville Wright, lying at full length on the lower wing of the plane he had constructed with his brother, Wilbur, made the first power-driven, controlled flight in history. The *Flyer*, a biplane with a wingspan of 40 ft. 4 in., and a wing area of 510 sq. ft., was fitted with a 12 h.p. Wright-Taylor, four-cylinder-in-line, water-cooled, petrol engine, driving two pusher screws through steel shafts and bicycle chains.



THE FIRST MACHINE IN EUROPE TO BE CREDITED WITH POWERED FLIGHT: SANTOS-DUMONT'S AEROPLANE "14 BIS". At Bagatelle, near Paris, on Oct. 23, 1906, the Brazilian, Alberto Santos-Dumont, performed a flight of 25 metres in his powered box-like biplane, consisting virtually of two three-coil lines set at a pronounced dihedral angle with a blunt movable box-kite situated in front for purposes of control. So little known were the Wrights' earlier achievements that France hailed Santos-Dumont as the world's first flyer. Later he fitted two horizontal ailerons for lateral control. This was the first time ailerons had been used.



THE FORERUNNER OF THE EUROPEAN-TYPE BIPLANE: THE DELAGRANGÉ AEROPLANE. In 1907 the French pilot Léon Delagrangé successfully flew a machine built for him by the Voisin brothers. This aeroplane incorporated features of the Wright glider and the Hargrave box-kite type of biplane and can be said to be the forerunner of the European-type biplane.



WILBUR WRIGHT AMAZES FRENCH AVIATORS BY A DEMONSTRATION OF HIS SKILL. In the summer of 1908 Wilbur Wright arrived in France and proceeded to amaze the French public and French aviators, hitherto a little sceptical of him, by making several flights of over an hour's duration. "The Wright machine," said Blériot, "is indeed superior to our aeroplanes."



"BRITISH ARMY AEROPLANE NO. 1": A MODEL OF THE MACHINE FLOWN BY S. F. CODY. In May 1908 the American S. F. Cody became the first man to fly in Britain when he made a flight of 150 ft. in a machine which he had built at the invitation of the British Army. Our picture shows a model of Cody's aeroplane. (Crown copyright. From an exhibit in the Science Museum.)



THE FIRST CROSS-CHANNEL FLIGHT IN HISTORY: LOUIS BLÉRIOT LANDING AT DOVER. Early on Sunday, July 25, 1909, Louis Blériot left the French coast at Barraques in a monoplane and descended on the cliffs of Dover a little more than half an hour later, thus being the first man ever to fly the English Channel in a powered machine.



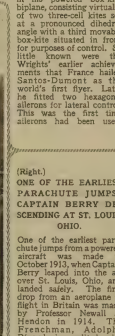
HENRY FARMAN BREAKS ALL PREVIOUS RECORDS BY FLYING 112 MILES IN THREE HOURS. In August 1909 the first flying meeting of its kind was held at Rheims, and was attended by some quarter of a million people. Henry Farman increased the duration record to 3 hours 4 mins. 56 secs. when a distance of about 112 miles was covered.



THE LONDON TO MANCHESTER RACE: A FRENCHMAN, LOUIS PAULHAN, WINS. In April 1910 Louis Paulhan and Claude Grahame-White took off from London to race to Manchester within a time-limit of twenty-four hours. After a thrilling contest, Paulhan, flying a Farman biplane, won in 3 hours 47 mins. and gained the prize of £10,000 offered by the *Daily Mail*.



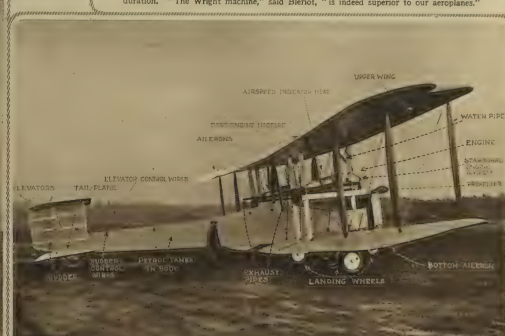
THE ROYAL FLYING CORPS: AN AEROPLANE SQUADRON AWAITING INSPECTION BY KING GEORGE V. AT FARNBOROUGH. The Royal Flying Corps had been formed in 1912 with a small nucleus of about 100 officers and 3000 men. As described in our issue of May 17, 1913, King George V. visited the headquarters of the R.F.C. and "saw a splendid display of aerial navigation, which showed that the personnel of the Corps is in a high state of efficiency." His Majesty saw an exhibition of flying, the pilots showing "great skill and daring in the handling of their machines."



(Right) ONE OF THE EARLIEST PARACHUTE JUMPS: CAPTAIN BERRY DESCENDING AT ST. LOUIS, OHIO. One of the earliest parachute jumps from a powered aircraft was made in October 1913, when Captain Berry leaped into the air over St. Louis, Ohio, and landed safely. The first drop from an aeroplane in flight in Britain was made by Professor Newall at Hendon in 1914. The Frenchman, Adolphe Pegoud, is credited with having made the first parachute descent from an aeroplane when, in August 1912, he jumped from a Blériot monoplane from about 600 ft. He landed in a tree, unhurt.



THE FIRST PUBLIC DEMONSTRATION OF AEROBATICS IN ENGLAND. When Adolphe Pegoud arrived at Brooklands in 1913 with his Blériot monoplane and proceeded to fly upside down, he caused great excitement and was credited with giving the first public demonstration of aerobatics in this country.



THE VICKERS-VIMY AEROPLANE WHICH MADE THE FIRST DIRECT TRANS-ATLANTIC FLIGHT IN JUNE 1919. On June 14 and 15, 1919, Capt. John Alcock and Lieut. Arthur Whitten-Brown made the first non-stop flight across the Atlantic from Newfoundland to Ireland. The machine, an adapted Vickers-Vimy bomber, was fitted with two Rolls-Royce Eagle VIII engines. The flight occupied 15 hours 57 mins., at an average speed of 118 m.p.h.



THE FIRST LONDON-PARIS DAILY AIR SERVICE: PASSENGERS TAKING ON LUGGAGE. The first regular British airline service between London and Paris was inaugurated on August 25, 1919, when an Alco 4a left Hounslow and reached Paris 2 hours 25 mins. later. Two other planes were also used. The Editor of this paper, Captain (now Sir) Bruce Ingram, is here seen receiving his luggage.



LONDON TO AUSTRALIA: THE VICKERS-VIMY AEROPLANE WHICH MADE THE GREAT FLIGHT IN 1919. The first flight from London to Australia began on November 12 and took 28 days. The Australian brothers, Captain Ross Smith and Lieutenant Keith Smith, in a Vickers-Vimy aeroplane fitted with Rolls-Royce engines, covered a distance of 11,130 miles in 124 hours flying time.



COMMANDER BYRD'S PLANE AT SPITZBERGEN AFTER A POLAR FLIGHT. Commander Richard E. Byrd was the first man to make polar explorations by aeroplane. In 1926 he flew some 6500 miles on an Arctic expedition and in 1928 he flew from Spitzbergen to the North Pole and back.



LINDBERGH WELCOMED IN BRUSSELS AFTER HIS SOLO FLIGHT FROM NEW YORK TO PARIS. Colonel Charles Lindbergh, in his aircraft *Spirit of St. Louis*, made history when he flew the Atlantic alone on May 20-21, 1927. He crossed from New York to Paris, a distance of 3600 miles, in 33 hours 30 mins., in a Ryan monoplane.



LONDON-AUSTRALIA SOLO: CAPTAIN HINKLER AND HIS RECORD-MAKING AVRO AVIAN. Leaving Croydon on February 7, 1932, Captain "Bert" Hinkler arrived in Port Darwin within sixteen days and thus became the first man to fly to Australia solo. This flight was also the longest to have been made in a light aeroplane.



AMY JOHNSON LANDS IN AUSTRALIA AFTER A SOLO FLIGHT FROM ENGLAND. On May 5, 1930, Miss Amy Johnson set off to fly to Australia from Croydon in a Gipsy Moth light aeroplane and arrived at Port Darwin twenty days later. She was the first woman to make such a journey alone by air. She was killed in an air accident during the last war.



THE SEAPLANE IN WHICH FLIGHT-LIEUT. BOOTHMAN WON THE SCHNEIDER TROPHY. The Schneider Trophy was won for the third consecutive time by Great Britain in September 1931, when Flight-Lieut. J. N. Boothman flew a Vickers Supermarine Rolls-Royce seaplane at a speed of 342.06 m.p.h. Boothman's victory won the trophy outright for Britain.



THE FIRST WOMAN TO FLY THE ATLANTIC ALONE: AMELIA EARHART AND HER PLANE IN IRELAND. On May 20 and 21, 1932, Miss Amelia Earhart, the famous American airwoman who later lost her life in an attempted round-the-world flight, became the first woman to fly the Atlantic alone when she flew from Harbour Grace, Newfoundland, to Culmore, some two miles from Londonderry.



THE FIRST SOLO EAST-TO-WEST ATLANTIC FLIGHT: JIM MOLLISON LEAVING IRELAND FOR AMERICA. The smallest and lowest-powered machine ever used on the North Atlantic air route was Jim Mollison's *Possie Moth*. *The Heart's Content*, in which he became the first pilot to fly the Atlantic from east to west on August 18-19, 1932, taking just over 30 hours.



THE FIRST BRITISH JET-PROPELLED AEROPLANE TO FLY: THE GLOSTER-WHITTLE AIRCRAFT. This small, single-seater, low-wing monoplane flew for the first time on May 15, 1941, and was the first British jet-propelled aeroplane to do so. It was designed and constructed by the Gloster Aircraft Company and was used for the then secret development work being carried out by Air Commodore F. Whittle.



THE FIRST JET AIRLINER SERVICE: THE COMET LEAVES LONDON FOR JOHANNESBURG. B.O.A.C.'s new world-famous de Havilland Comet took off from London Airport on May 2, 1952, for service in the world. Despite the almost unknown weather of the stratosphere, the Comet has been operated safely, regularly and economically ever since.



A NEW WORLD ALTITUDE RECORD HOLDER: A VIEW OF THE ENGLISH ELECTRIC CANBERRA BOMBER. On May 4, 1953, an English Electric Canberra bomber, powered by two Bristol Olympus turbo-jet engines, was flown to a height of 63,668 ft. by Wing-Commander W. F. Gibb, the Bristol Aeroplane Company's assistant chief test pilot, thus setting up a new world altitude record (Class C—Aeroplanes).



A NEW WORLD AIR-SPEED RECORD: THE VICKERS SWIFT F4 AT HIGH SPEED IN LIBYA. Lieut-Commander M. L. Lifford set up a new air-speed record by flying a Vickers-Supermarine Swift F4 737.3 m.p.h. on September 1, 1953, over the desert near Castel Idris, Libya. This record was later beaten by Lieut-Commander J. Verdin, U.S.N., who flew a Douglas Skyway jet at 753.4 m.p.h. on the southern coast of California.



THE SARO PRINCESS TEN-ENGINED TRANSPORT FLYING-BOAT: LENGTH, 148 FT., WEIGHT, 315,000 LB. AND WING-SPAN 219½ FT.; SHE IS POWERED BY TEN BRISTOL PROTEUS TURBOPROP ENGINES WITH A CRUISING SPEED OF 380 M.P.H. (INSET.) THE WRIGHT BIPLANE (IN THE SAME SCALE): LENGTH 21 FT., WEIGHT 925 LB., WING-SPAN 40½ FT.

THE BRITISH OVERSEAS AIRWAYS CORPORATION D.H. 106 COMET SERIES I. AIRLINER HAS FOUR D.H. GHOST CENTRIFUGAL-FLOW TURBOJET ENGINES AND A CRUISING SPEED OF 490 M.P.H. HER LENGTH IS 93 FT. AND WING-SPAN 115 FT., AND SHE WEIGHS 105,000 LB. FULLY LOADED. THE SCALE HERE SHOWS THE SIZE OF THE WRIGHT BIPLANE.



THE VICKERS TYPE 700 VISCOUNT, THE PROTOTYPE OF THE VERSION WHICH IS IN PRODUCTION FOR BRITISH EUROPEAN AIRWAYS AND OTHER COMPANIES. SHE HAS FOUR ROLLS-ROYCE DART TURBOJET ENGINES AND A CRUISING SPEED OF 311 M.P.H. HER LENGTH IS 81 FT. 2 INS., AND WING-SPAN 94 FT. FULLY LOADED SHE WEIGHS 52,500 LB.

THE OLD AND THE NEW: THE WRIGHT BIPLANE OF 1903 COMPARED WITH PRESENT-DAY AIRCRAFT.

Comparisons are sometimes dull and unfair, to say the least, but on this occasion of the fiftieth anniversary of powered flight, we think it might prove interesting if, in order to show how great has been the development of the aeroplane since 1903, we compare the original Wright brothers' biplane with examples of present-day aircraft. "If you are looking for perfect safety," said Wilbur Wright, "you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial." The arduous and exhaustive work the Wright

brothers carried out in experimenting with their gliders and powered machines was certainly in keeping with this sentiment; such work was continued by many courageous men and women after them. To-day, fifty years after Orville's momentous flight, fighters fly faster than the speed of sound, the R.A.F. is Britain's first line of defence, helicopters and jet-propelled airliners are commonplace, and there is no country in the world that can not be reached by air with speed and comfort. There is no need to "sit on a fence and watch the birds." To-day, there is perfect safety in the air.

Continued.—Corps and the Royal Naval Air Service became the Royal Air Force on April 1, 1918. The first flights were made from aircraft carriers for naval duties. Names such as Trenchard and Sykes, Murray Sueter, Handley Page, de Havilland, Sopwith, Sigrist, McCudden, Ball, Bishop, Richthofen, Mannock and Zeppelin became known to all. Nearly 50,000 military aircraft were built in Great Britain alone, and by 1918 the British aircraft industry was producing at the rate of 40,000 aircraft a year. On November 11, 1918, the R.A.F. had a strength of 27,906 officers, 263,842 airmen, 22,171 aircraft (3000 front-line) and 198 squadrons.

Era 3 (1919-1931).—During this time technical development was slow, but great feats were achieved. Many long-distance flights showed the potential of aviation as a link across the world. The Atlantic and Pacific Oceans were conquered. Names such as Alcock and Brown, Ross and Keith Smith, Cobham, Eckener, Lindbergh, Trenchard, Barnwell, Brancker, Kingsford-Smith, Jacques Schneider, Webster, Waghorn, Boothman, Orlebar, Sir Henry Royce and Wiley Post shone in the aeronautical firmament. The biplane reigned supreme for military purposes and dominated the civil field as well—with the notable exception of the monoplanes of Fokker, Junkers and Ford. Commercial aviation made progress in the face of great difficulties. Imperial Airways Ltd. was formed in England, Pan-American Airways in the U.S.A. Many great sporting events took place—notable among them the Schneider Trophy contests.

records—speed (407 m.p.h.), distance (5341 miles) and height (43,976 ft.). The *Hurricane*, the *Spitfire*, the *Stirling*, the *DC-3* and the Empire flying-boat appeared.

Era 5 (1939-1945).—The Second World War brought with it the demand for tremendous numbers of ever larger, faster and more destructive aircraft. Great technical advances were made—outstanding among them the successful flying of jet-propelled aircraft in Germany, Italy, England and the United States, the use of radar and the first practical helicopters—and there evolved a more complete understanding and exploitation of the strategic and tactical employment of air power. Maximum speeds surpassed 400 m.p.h., and commercial rates dropped.

Era 6 (1945-1953).—Following the war, the consolidation of progress produced a new generation of turbine-powered aircraft as much in advance of their piston-engined progenitors as the stressed-skin monoplanes of the 1930's had been ahead of their fabric-covered biplane forbears. In the *Comet*, the *Viscount* and the *Britannia*, Great Britain injected into the commercial field aircraft far in advance of those of any other nation; in the *Valiant*, *Vulcan* and *Victor* bombers and in the *Hunter*, *Swift* and *Javelin* fighters Britain had potentially the most formidable team of military aircraft existing. In this period also, land-based air transport began to dominate world communications, while promise of future advances appeared brighter than ever before.

THEN AND NOW: THE AIRCRAFT PILOT'S PLACE—IN 1903 AND 1953.



THE PILOT OF THE FLYER (IN THIS PHOTOGRAPH WILBUR WRIGHT), THE FIRST POWERED AIRCRAFT TO FLY, LAY PRONE AND UNPROTECTED IN THE HEART OF THE KITE-LIKE CONSTRUCTION. THE WING-WARPING AND RUDDER CONTROLS WERE LINKED AND THE PILOT WORKED THEM BY SWINGING HIS TORSO IN THE MOVABLE CRADLE IN WHICH HE LAY.

In the eight years since the end of World War II, progress in aeronautics has hurried forward. Commercial cruising speeds, as exemplified by the British de Havilland *Comet*, have almost doubled to little short of 500 miles an hour. In 1953 the sixty-two major air-lines of the world have carried more than 50,000,000 passengers and have earned more than £800,000,000 of revenue. They employ directly some 200,000 people. The air has become the normal means of long-range and medium-distance travel; the air-lines have become potent elements in world affairs. That is more truly the direction of the path the Wright Brothers first trod.

But, with the end of fifty years of flying there is no pause in the advance of aeronautics. The jet engine, the helicopter, the supersonic airframe, the pilotless guided



THE COCKPIT OF THE WORLD'S MOST ADVANCED COMMERCIAL AIRLINER—THE COMET, SHOWING THE ARMCHAIRS IN WHICH THE PILOT AND CO-PILOT SIT, WITH ALL THE CONTROLS—ALL DUPLICATED—CONVENIENTLY TO HAND.

The cockpit of the *Comet* is air-conditioned and pressurised and a warm air pipe runs at the feet of both pilots. As stated, all controls are in duplicate and the aircraft can be flown with equal ease from either armchair. In addition to the two pilots, the cockpit contains, in equal comfort, a navigator

and a radio operator; and can be adapted to accommodate a flight engineer as well. The control panels, though complicated to a layman, are in reality simplified and designed in accordance with the advice of a number of experienced pilots, who tested them first in "mock-up" form.

Era 4 (1931-1939).—In eight years there came about what were, up to that time, the greatest technical advances since flying began. The biplane faded from the scene, to be replaced by the all-metal cantilever monoplane, with retractable undercarriage, flaps, controllable-pitch air-screws and supercharged engines. Cruising speeds advanced from about 100 m.p.h. to more than 200 m.p.h. and maximum speeds of 300 m.p.h. were not uncommon. Commercial aviation spread its wings across the world and over the oceans, largely by flying-boat. The great names of this era included Camm and Mitchell, Gouge, Woods - Humphery, Scott and Campbell Black, Plesman, Chadwick, Frise, Donald Douglas, Folland, Henshaw, and Brackley. The first de Havilland *Comet* won the MacRobertson Race from Mildenhall to Melbourne in 70 hours 54 mins.; Britain held for a time all the three world's absolute

Even more important, the aeroplane passed out of the "novelty" stage into its place as a vital world force. The atom bomb became a potent weapon of air warfare and pilotless guided weapons appeared.

Thanks to the skill and devotion of "The Few," thanks to the *Hurricanes* and the *Spitfires*, to Churchill, Beaverbrook, Dowding, Camm, Mitchell, Joseph Smith and Hives, the Battle of Britain was fought and won. Defence was turned to attack; in 1944 alone, R.A.F. Bomber Command dropped 525,000 tons of bombs. The guided weapon and the atom bomb were developed. The air weapon had evolved in thirty-one years from an unarmed reconnaissance vehicle of limited range and insignificant speed to the most destructive carrier known to man. From Whittle came the new prime-mover which was to change the whole approach to both military and civil aircraft.

weapon—are now in their early stages. The next fifty years seem destined to be even more exciting scientifically and to see even greater advances than any which have gone before.

And as aeronautics looks ahead into fresh and ever wider vistas, we in Britain, in this second Elizabethan Age, can discern that our country may be riding ahead of the rest of the world into those new horizons. In a technological age, in an age which demands a new air-faring outlook, we have the chance to build again in the air that commercial supremacy which was won on the high seas of the world in days gone by.

Indeed, in an air-faring future we, the British people, have before us a prospect by which we may, in Shakespeare's words:

Mount on native wings . . .
And cut a path into the heaven of glory
Leaving a track of light for men
To wonder at.

PEOPLE AND EVENTS OF THE WEEK: PERSONALITIES IN THE PUBLIC EYE.



DIED ON DECEMBER 11: MR. ALBERT COATES.

Mr. Albert Coates, the distinguished conductor and composer, who was seventy-one, was chief conductor at the Imperial Opera House, St. Petersburg, from 1910 until the Revolution. After World War I. he gained a great reputation in this country, conducting the London Symphony Orchestra, and at Beecham opera seasons and the Leeds Festivals of 1922 and 1925. Since that time he had travelled continually, conducting at concerts in Europe and America. His compositions included four operas—"Samuel Pepys," "Mr. Pickwick," "Gainsborough's Duchess" and "The Boy David."



MEMBERS OF THE KENYA COURT OF INQUIRY: COLONEL G. BARRATT (LEFT) AND LIEUT.-GENERAL SIR KENNETH McLEAN.

As announced on December 10, a court of inquiry is to be held in Kenya into the allegations made at the recent court-martial of Captain C. S. L. Griffiths, The Durham Light Infantry, who was found not guilty of murdering a Kikuyu. The court will consist of three members, one of whom will be found locally.



AWARDED HIS FOURTH D.S.O.: BRIG. D. KENDREW.

It was announced on December 18 that Brigadier Douglas Andrew Kendrew, former Army and England Rugby football captain, has been awarded a third Bar to the Distinguished Service Order in recognition of gallant services in Korea. The citation states that Brigadier Kendrew led his brigade with dynamic leadership and exceptional skill whilst engaging the enemy in the Hook area which, after heavy fighting, became a desolate and almost untenable battleground. He inspired his men to superhuman efforts and the position was, as a consequence, eventually rebuilt.



DIED ON DECEMBER 9: MR. CHARLES G. GREY, EDITOR AND AUTHOR.

Mr. Charles Grey Grey, founder and, until 1939, editor of the *Aeroplane*, died suddenly in London recently at the age of seventy-eight. He succeeded the late Fred T. Jane as editor and compiler of "All the World's Aircraft" from 1916-42. He was the author of numerous books on the technical and historical aspects of flying and aircraft.



FACED WITH A NATIONAL STRIKE THREAT INVOLVING SOME 400,000 RAILWAYMEN: GENERAL SIR BRIAN ROBERTSON, CHAIRMAN OF THE BRITISH TRANSPORT COMMISSION. Hardly had General Sir Brian Robertson taken up his new post as Chairman of the British Transport Commission than he was faced by a threat from the National Union of Railwaymen to call a national strike of their members which, if carried out, was to start at midnight on Sunday, December 20. The threatened strike arises out of the demand of the N.U.R. for a higher wage increase than the four shillings a week awarded by the Railway Staffs National Tribunal and accepted by the British Transport Commission. The last official railway strike, apart from the General Strike of 1926, was called in September 1919.



DIED ON DECEMBER 8: MAJOR C. S. JARVIS, ADMINISTRATOR AND AUTHOR.

Major C. S. Jarvis, who died recently at the age of seventy-four, was Governor of the Sinai Peninsula from 1923-36. After his retirement he became a well-known author of books and articles on the countryside and on the desert. He was awarded the Lawrence Memorial Medal by the Royal Central Asian Society in 1938.



RETURNING TO CAIRO: SIR RALPH AND LADY STEVENSON.

Sir Ralph Stevenson, the British Ambassador to Egypt, who has recovered from the illness which had kept him on sick leave since May, sailed on December 10 to resume his duties in Cairo. It was expected that he would take an early opportunity to meet the Egyptian representatives who have been taking part in the Suez Canal talks.



THE NEW U.S. MINISTER IN LONDON: MR. W. W. BUTTERWORTH.

Mr. W. Walton Butterworth arrived in London on December 9 to take up his duties as United States Minister in succession to Mr. Julius C. Holmes, who has been re-assigned to Washington. Mr. Butterworth had been American Ambassador to Sweden since 1950.



APPOINTED CHARGÉ D'AFFAIRES IN TEHERAN: MR. D. A. H. WRIGHT.

Mr. D. A. Hepworth Wright, the newly-appointed Chargé d'Affaires in Teheran, has been head of the Economic Relations Department at the Foreign Office since September 1951, and holds the rank of Counsellor. He served in Rumania and Turkey during World War II.



AT THE ARC DE TRIOMPHE: THE KING OF NEPAL.

The King of Nepal, Tribhuvana Bir Bikram Shah, has arrived in Paris for a week's visit, accompanied by his son, Prince Basundhara. Our picture shows the King signing the Golden Book at the Arc de Triomphe, after having laid a wreath on the grave of the Unknown Soldier. The King of Nepal, who is forty-seven, succeeded his father in 1911.

IN THREE CONTINENTS: ROOMS AND BUILDINGS, ANCIENT AND MODERN.



IN COURSE OF CONSTRUCTION FOR THE AGA KHAN: THE JAMATKHANA AT DODOMA, IN TANGANYIKA. IT IS BEING BUILT IN A COMBINATION OF MUD BRICK, LOCAL STONE AND TIMBER. DODOMA LIES ABOUT 250 MILES W.N.W. OF DAR-ES-SALAAM.



PART OF THE PAINTED WALL RECENTLY FOUND IN THE BYWARD TOWER OF THE TOWER OF LONDON. THE ROOM IS THAT WHICH CONTAINS THE PORTCULLIS MACHINERY. During repairs to the Byward Tower of the Tower of London, a beam decorated with small leopards in red and gold was discovered, and led to the careful examination of the walls. As a result the remains of fine wall-painting have been found, of excellent design and colour. Much work remains yet to be done.



WHAT THE BERLINERS CALL "THE CASTLE OF THE SLEEPING BEAUTY": THE CHAMBER OF THE OLD ALLIED AUTHORITY BUILDING, PROBABLE SITE OF THE FOUR-POWER CONFERENCE. Although at the date of writing it was not definitely known that the Russians would accept January 4 as the date for the Four-Power Conference, it was generally assumed that the old Berlin Allied Authority building, unused since the Russian walk-out in 1948, would be used for the conference.



WHERE THE QUEEN WILL MAKE HER CHRISTMAS BROADCAST: THE ROYAL SITTING-ROOM IN GOVERNMENT HOUSE, AUCKLAND, N.Z. SHE WILL SIT AT THE DESK ON THE LEFT. The Queen's Christmas broadcast will be made direct from her sitting-room in Government House, Auckland. But if atmospheric conditions prevent clear reception, there will be used instead a recording which she agreed to make a few days beforehand in time for it to be flown to London.



THE VISITORS' LOUNGE AT THE OUT-PATIENT CLINIC AT ST. JAMES'S HOSPITAL, BALHAM. PANELLLED IN CEDAR AND EQUIPPED WITH A TEA-BAR AND COMFORTABLE CHAIRS.

The new out-patients' clinic of St. James's Hospital, Balham, which was opened on December 11 by Lord Onslow, for Mr. Iain Macleod, the Minister of Health, has cost about £200,000, and is claimed as the most modern in the world. It is on three floors and almost all its divisions can be altered at short notice, creating



THE MOST MODERN OUT-PATIENTS' CLINIC IN THE WORLD: THE FIRST-FLOOR ENTRANCE TO THE NEW DEPARTMENT OF ST. JAMES'S HOSPITAL, BALHAM. OPENED ON DECEMBER 11. more or fewer consulting rooms or cubicles as desired. Each floor is virtually a shell, with frequent service points, and walls of laminated plastic are set up as required. The floors are cork tiled, and decorations and colour schemes (which also have a functional purpose) are designed to be as attractive as possible.



WHERE CHRISTMAS SHOPPERS ARE KEPT WARM: A STREET IN BREMEN, GERMANY, IN WHICH A HEATING SYSTEM HAS BEEN INSTALLED. THE HEAT IS SUPPLIED BY OVERHEAD GAS BURNERS SIMILAR TO THE ONE SHOWN HERE.

FROM FAR AND NEAR: MODERN DEVELOPMENTS, AND A HOODED WITNESS AT A DETROIT INQUIRY.



FEATHER-PLUCKING BY MACHINERY: A TIME- AND LABOUR- SAVING MACHINE FOR PLUCKING POULTRY BEING DEMONSTRATED AT THE NATIONAL POULTRY SHOW AT OLYMPIA.

The National Poultry Show, organised by *Poultry World* and the *Farmer and Stock-Breeder*, was held at Olympia, London, from December 10 to 12. The entries totalled 3281, and included all varieties of chickens, turkeys, ducks and geese. The champion table turkey, weighing about 30 lb., was presented by the British Turkey Federation to Sir Winston Churchill.



A MECHANICAL MOTHER AT THE SMITHFIELD SHOW: THE JOHN PERCY PIG-REARER, FROM WHICH FOURTEEN PIGLETS CAN FEED AT THE SAME TIME.



TURNING A BLIND EYE TO CHRISTMAS: A PRIZE-WINNING TURKEY AT THE NATIONAL POULTRY SHOW WEARING "SPECTACLES" TO RESTRICT VISION.



NO NECESSITY FOR TWO PAIRS OF HANDS: DOOR-HANDLES AT ST. JAMES'S HOSPITAL, BALHAM, DESIGNED TO BE OPERATED BY THE NURSE'S ELBOW.



RAILWAY MAINTENANCE IN GERMANY: EMPLOYEES OF THE GERMAN STATE RAILWAYS USING A NEWLY-DESIGNED MACHINE FOR TESTING TRACKS AND RECORDING WEAR-AND-TEAR.

Railway maintenance in this country is growing annually more mechanised, and machines for laying prefabricated track and devices for mechanically correcting ballast beneath the sleepers are in use. Our photograph, from Germany, shows a machine which is reported to show the wear-and-tear of rails on a screen. It was developed by the State Railways laboratories in Minden.



HOODED TO PREVENT IDENTIFICATION AND POSSIBLE REPRISALS ON RELATIVES IN OCCUPIED COUNTRIES: A WITNESS GIVING EVIDENCE DURING A DETROIT INQUIRY INTO ALLEGED SOVIET ATROCITIES.

Precautions to preserve the anonymity of a witness giving evidence in an inquiry at Detroit, U.S., on Soviet atrocities in 1941 (when a massacre of 500 Lithuanians is alleged) included the wearing of a black hood. It was feared that recognition might result in reprisals on relatives.

IN AN ENGLISH GARDEN.

FREAKS AND ODDITIES.

By CLARENCE ELLIOTT, V.M.H.

IN writing recently (December 5) about that crazy contortionist of a plant, the Serpent Garlic (*Allium controversum*), whose flower stems, as they writhe and twist upward, occasionally tie themselves in knots, I suggested it as an ideal plant for folk who like plants "for queer." Whether "for queer" is a purely Scots expression I do not know. I first met it in a story about an Aberdonian which I will tell. It exactly expresses my feeling for certain queer plants.

The Aberdonian was being shown the Seven Wonders of the U.S.A. by American friends, but he allowed nothing to astonish him. No matter what

twisted fantasy of stem, branch and twig which fascinates many folk, and shocks or revolts a few. There is a form of the hawthorn with waved or twisted stems, but this I have never grown. But at my nursery at Stevenage I had a willow, whose erect-growing stems and branches wriggled skyward like a host of rather curly snakes.

The green rose (*Rosa chinensis viridiflora*) is, I believe, a very antique garden plant, and the fact that a flower with so little real beauty has managed to remain in cultivation and to persuade folk to go on growing it, generation after generation, seems to show that the appeal of "for queer" is fairly widespread, and of long standing. A form of the old perpetual flowering China or Monthly rose, it only ceases to flower when severe winter weather intervenes. Its petals, which should be pink petals, have reverted and become green leaves. One of the most remarkable of all "for queers" is surely the Plymouth Strawberry, of which Mr. E. A. Bowles gives a full and fascinating account in his book "My Garden in Spring." This most strange plant has an equally remarkable history. Never having grown the Plymouth Strawberry myself, I must take the liberty of quoting from Mr. Bowles's book. He describes it as "just an ordinary wild strawberry in every way until it blossoms, then every portion of the flower is seen to have been changed into leafy structures; the petals are little green leaves, even the anthers and carpels are replaced by tufts of tubular leaves, but this does not prevent it from ripening a kind of fruit which has a central portion of red flesh studded with tubular leaves instead of pips, and with two ranks of leaflets round the base which are sepals and petals. In this state it is a pretty green-and-red object. It is first mentioned by Parkinson in the 'Paradisus,' in 1629, and he gives a very rough but recognisable figure of it. His description of it is so exact it is worth quoting. He writes: 'One Strawberry more I promised to shew you, which although it be a wild kind, and of no use for meate, yet I would not let this discourse passe without giving you the knowledge of it. It is in leafe much like unto the ordinary, but differeth in that the flower, if it have any, is greene, or rather it beareth a small head of greene leaves, many set thicke together like unto a double ruffe, in the midst whereof standeth the fruit, which when it is ripe, shewith to be soft and somewhat reddish, like unto a Strawberry, but with many small harmlesse prickles on them, which may be eaten and chewed in the mouth without any manner of offense, and is somewhat pleasant like a Strawberry: it is no great bearer, but those it doth beare, are set at the toppes of the stalks close together and pleasant to behold, and fit for a gentlewoman to weare on her arme, as a raritie instead of a flower.'

The history of the Plymouth Strawberry as a garden plant is strange and romantic, but too long to recount in full here. Briefly, it was said to have been found by John Tradescant growing in a woman's garden at Plymouth, it having been collected by her daughter. Thinking nothing of it as a source of fruit, she was intending to throw it away. Fortunately Tradescant appreciated it "for queer" and accepted and grew it, bestowing it among lovers of such varieties in whose gardens it is yet preserved. Later Marret in his "Pinex," published in 1667, declared that he

found it growing in woods in Hyde Park and Hampstead. Ray mentions that it was in cultivation in the Cambridge Garden for many years, and then it disappeared so entirely that Dr. Hogg, as quoted by Dr. Masters, wrote of it as a botanical Dodo. Years later, however, Dr. Masters came across the Plymouth Strawberry growing in Canon Ellacombe's garden, and was given plants to grow in his own. It was from these plants that Mr. Bowles received his original plants, and later he sent specimens to Cambridge.

For a long time I grew one of the two freak plantains, which produce rosettes of leaves in place of



ONE OF THE ODDEST OF TREE VARIETIES: THE TWISTED HAZEL, *CORYLUS AVELLANA CONTORTA*, FIRST FOUND SOME NINETY YEARS AGO IN GLOUCESTERSHIRE.

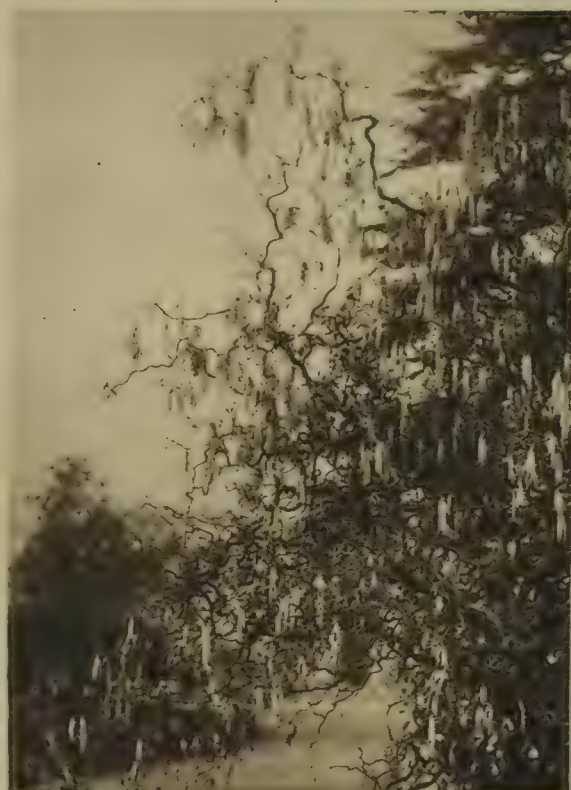
Photograph by J. E. Downward.

he was shown—Broadway by night, the latest and greatest skyscraper, or the Grand Canyon, he always had something more wonderful in his "ane" city. In desperation they took him to Niagara and confronted him with the "Big Drip." That, they felt, must surely fix him. For a while he gazed in silence, till they asked him what he thought of it. "Well," he replied, "for grand I'll no say, but for queer I ken a man in Aberdeen who has a peacock wi' a wooden leg."

And so with plants. I like some for grand, for sheer beauty or magnificence, whilst I detest others for their overbred vulgarity. But certain freakish oddities I like for queer. It's pleasant to find the Almighty in roguish mood just now and then.

A perfect and typical example of a plant which I, and many others, like solely for its eccentricity, is the twisted hazel, *Corylus avellana contorta*. It is a freak form of the common British hazel, in which the stems, branches and twigs are violently bent, curled, twisted and contorted. Not only this, but the leaves are all curled as though suffering from an attack of aphids, whilst the lamb's-tail catkins have a definite kink. This strange nut with a permanent wave was discovered growing in a hedge at Tortworth, in Gloucestershire, ninety years ago by the then Lord Ducie, who moved it to his garden. From there it found its way into a few private gardens, and eventually to a few nurseries. When the open-air reptiliary was constructed at the London Zoo I was given the task of planting it and, among other things, I put in a young specimen of the twisted nut. With its fantastically serpentine stems it seemed to me particularly appropriate for this particular setting, and the tree has since grown into a magnificent specimen.

This strange hazel is best seen in winter, without its leaves. The deformed foliage is not attractive. It merely hides the



ANOTHER PHOTOGRAPH OF THE TWISTED HAZEL—TO SHOW THE SCRIBBLE OF ITS TWIGS AGAINST THE SKY.

Photograph by R. A. Malby and Co.

proper flowers; and another curiosity which I grew, and lost, was the green primrose.

A most entertaining plant absurdity which I have growing in a pot on a window-sill just now is a young avocado pear-tree. Last July I was given an avocado pear—a rare and costly delicacy in this country. Having eaten its delicate cream-cheesy flesh I planted the great brown stone, the size of a large hen's egg, in a pot in my greenhouse, just to see what would happen, though I hardly expected that anything would happen. It did though. The stone germinated, and my avocado tree now stands exactly 4½ ins. high. The trunk, about half the thickness of a lead pencil, is brilliant red, translucent and juicy looking, but actually the texture of horn or celluloid, and decorated with no fewer than seven leaves in brilliant purest gold. What it will do in the future I can not imagine. At present it looks less like a plant than some rather extra-exotic creation by Fabergé. It has a certain hectic beauty, but at the same time is definitely "for queer."

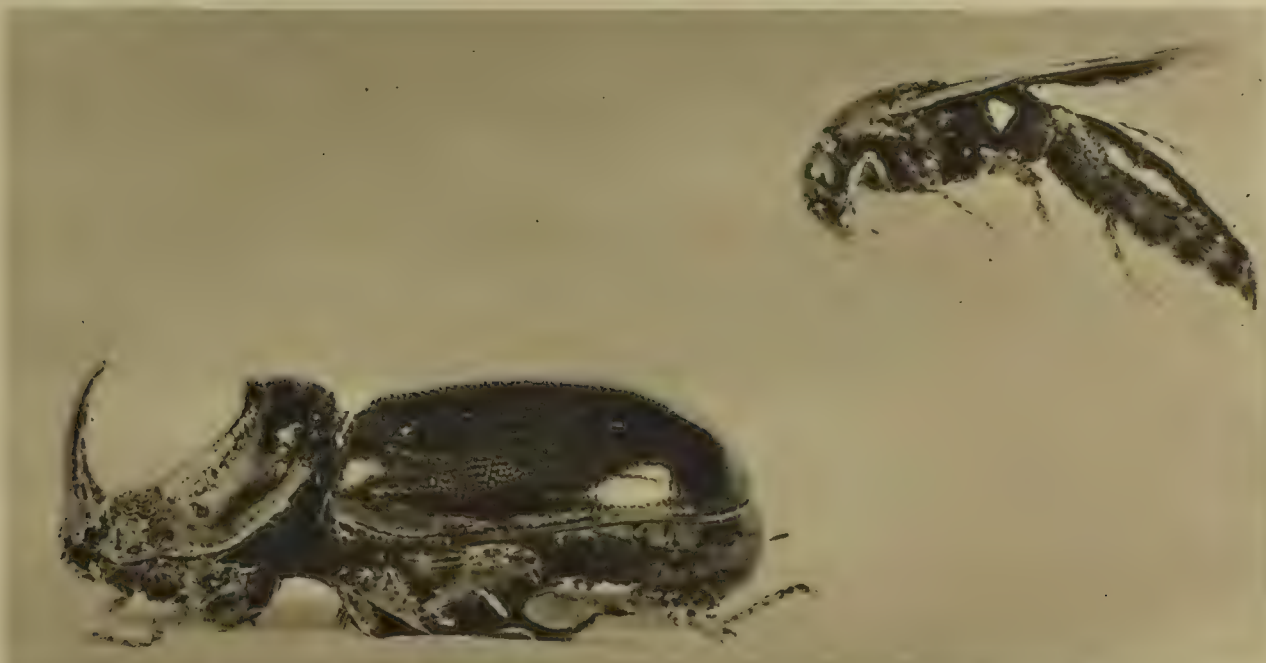
Plants and flowers which do funny things, like the Sensitive Plant, which folds up when you touch it; or the Sundew and the Butterwort, which catch flies, may certainly be classed among the "for queers." Sudden, definite and rapid movement in a plant or a flower is always rather surprising. For this reason the Mimulus beside the river's brim, the yellow Monkey Flower—don't you think it probable that a common primrose it was to him?—the Mimulus is worth examining. The central stigma, protruding as a hinged, two-lobed flap, is highly sensitive. Touch it, and instantly, in a few seconds, the two lobes close together, a performance which never fails to astonish even the most antique youngster if he had not seen it happen before.



"ANOTHER CURIOSITY WHICH I GREW, AND LOST, WAS THE GREEN PRIMROSE": PRIMROSE "JACK IN THE GREEN," IN WHICH A NUMBER OF FLOWERS, WITH THE PETALS TURNED TO LEAVES, CAN BE SEEN.

Photograph by R. A. Malby and Co.

THE WAR IN INDO-CHINA, AN INSECT WAR AGAINST THE RHINOCEROS BEETLE, AND ITEMS FROM SPAIN AND ENGLAND.



THE 2-IN.-LONG RHINOCEROS BEETLE (LEFT), WHICH IS A GROWING PEST OF NEW GUINEA COCONUT PLANTATIONS; AND (RIGHT) THE SCOLIA WASP, WHICH IS BEING IMPORTED IN QUANTITY FROM AFRICA TO PREY ON IT AND SO CONTROL ITS DEPREDATIONS.

The Copra-growers of the South-West Pacific are increasingly worried by the damage caused in coconut plantations by the large horned Rhinoceros beetle (*Oryctes rhinoceros*). This beetle feeds on the tender shoots of the palm-trees and so cripples and eventually kills the palm. During the war it spread widely and



A PLANTATION WORKER IN NEW BRITAIN CLEARING AWAY A COCONUT PALM KILLED BY THE RHINOCEROS BEETLE.

now constitutes a major threat to New Guinea's copra export trade. In Africa the beetle is controlled by the Scolia wasp which lays its eggs in the grubs of the beetle. Recently Mr. Gordon Dun, the New Guinea Administration entomologist, flew to Africa and arranged the import thence of Scolia wasps.



BLESSING THE BREAD IN A SPANISH VILLAGE: WOMEN OF EASTERN SPAIN, DRESSED IN THEIR BEST, CARRY ON THEIR HEAD LOAVES DECORATED AND BAKED BY THEMSELVES FOR THE BLESSING SERVICE AT THE VILLAGE CHURCH.



A TWIN-ENGINE HELICOPTER—THE PROTOTYPE BRISTOL 173—ON THE FLIGHT-DECK OF H.M.S. EAGLE DURING RECENT TRIALS AT SEA.

The Bristol 173 Mark I, a twin-engine, twin-rotor helicopter, has recently completed successful trials at sea, operating from the Navy's largest aircraft-carrier, H.M.S. Eagle. The trials were undertaken by the Bristol Company and the helicopter flown by their chief helicopter test pilot, Mr. C. T. D. Hosegood.



THE AIRFIELD AT DIEN BIEN PHU, THE BASE NEAR LAOS, WHICH FRENCH AND VIETNAMESE PARACHUTE TROOPS RECENTLY SEIZED. CLEARING UNDERBRUSH NEAR THE AIRSTRIP. By November 22 the original force of 1000 French and Vietnamese parachute troops which dropped on the base of Dien Bien Phu, in the heart of the Thai country, near the Laos frontier, had consolidated their gains and were reinforced by air to the strength of several thousand and were rallying local resistance forces



THE OPENING STAGES OF THE SEIZURE OF DIEN BIEN PHU FROM THE AIR: FRENCH UNION PARACHUTE TROOPS, THE FIRST TO LAND, SEEN COVERING THE ARRIVAL OF REINFORCEMENTS. against the Viet Minh. By December 11, however, Viet Minh forces seemed to be massing against Dien Bien Phu and the French and Vietnamese were concentrating forces there and had evacuated Laichau, somewhat to the north. Further anti-Communist forces had however been poured into Dien Bien Phu.

THE WORLD OF THE THEATRE.

A SENSE OF FUN.

By J. C. TREWIN.

WE descended, our hopes high, to the zinnia-bed stalls of the Savoy Theatre. There seemed reason enough for optimism. This was the first night of a new satire by one of our theatre's most inventive dramatists, a writer with an independent, overflowing mind and a sharp sense of fun. The play had stood its provincial test. It had (so we found) even the name Hope in its programme. She turned out to be a girl with one word to speak during the evening.

Alas for hope! A good many other words were spoken—some by a bad-tempered and ill-mannered gallery. We came from the Savoy gloomier than when we had entered it, and wondering at the ill-fortune that, at some stage in their careers, sends every

the child Hope (whose one word when she uttered it was, surprisingly, "Boccaccio," a true Ustinov touch) were the only two to be saved in a home-made Ark.

That speech was urgently composed, theatrically timed, and spoken (by Miles Malleon) with a blasting force. But it no more rescued the night than Mr. Malleon's Shotover-Noah rescued the doomed. By then Mr. Ustinov had let the play go too far.

I have written in the past tense. Still, whatever length of run "No Sign of the Dove" may have in London, its text will presumably be published. I think that it may seem much better in the study. Speeches that on the first night appeared to be hopelessly script-bound should prove to be wittier than we had thought. I have no fear about the commination at the end, and lines scattered throughout have the Ustinov flick. Not, I regret, that this makes "No Sign of the Dove" a good play. It cannot rank with the regression of "The Banbury Nose" and the wild adventure of "The Love of Four Colonels." Even so, as the work of a dramatist of proved reputation and a lively wit, one of the first names on the roll of our younger dramatists, we have to consider it (although, for the wrong reason, we may have to hold our pocket-handkerchiefs before our streaming eyes). On the first night, Miles Malleon, Robin Bailey, Beatrix Lehmann and Raymond Huntley acted with bravery that deserved acknowledgment. "Silence," says the Shakespearean character, "is the perfectest herald of joy." When will the gallery begin to realise that silence is also the perfectest herald of discontent? To force the company to run the gauntlet, as at this Savoy première, was both offensive and cheap.

There was no trouble about animating the script and the score of "The Boy Friend" (Embassy). Both came alive triumphantly as the cast rattled through Sandy Wilson's artful-artless pastiche of a musical comedy of the nineteen-twenties. It began its life at the Players' Theatre. It has now been blithely padded: the result is an entertainment that picks us up and drops us with an agreeable thud in the middle of the decade when we were all singing "I want to be happy." We get, most properly, a song from the same school in Mr. Wilson's score. It is called "I could be happy with you."

"The Boy Friend" endears because, although Mr. Wilson and his producer (Vida Hope) can see so sharply the lost tricks of the musical-comedy trade, they see them and reproduce them with affection. The plot, straight from its period, is about a poor little rich girl in love with a peer's son (who is temporarily a messenger-boy) in such settings as the Villa Caprice near Nice, the Plage, and the Terrasse of the Café Pataplon. It is pure 1926. So is the unabashed



"R. F. DELDERFIELD'S TALE OF ADOLESCENT LOVE IN A CATHEDRAL CITY... IS WELL-MEANING BUT, IN THE THEATRE, OBSTINATELY FLAT": "THE ORCHARD WALLS" (ST. MARTIN'S), SHOWING A SCENE IN THE PRINCIPAL'S STUDY WITH (L. TO R.) PHILIP O'HEA (CYRIL RAYMOND), CHRISTINE MUIR (VALERIE WHITE) AND NICHOLAS STUBBS (COLIN DOUGLAS).

successful dramatist, in Gilbertian phrase, to play extravagant matches in fitless finger-stalls, on a cloth untrue, with a twisted cue, and elliptical billiard-balls.

Ustinov, in spite of the odds against him, made some good shots. But by the end of the first act his keenest admirers were looking dubious. It had been a Shavian conversation-piece designed to expose mock-intellectual charlatanism. Here were an insolent poseur and his swooning sister; here was a young man, with a laugh like a nervous and magnified hiccup, who sought to sponsor the more peevish highbrow reviews (speculations on death by an American teenage drug addict). And here also was a foreign Professor who liked his work to be loathed. It made an odd little coterie in Hertfordshire.

Ustinov began confidently; we expected that, before long, red fire would be flaring around these people (much as it used to flare about Prince Lucio in "The Sorrows of Satan"). But we did not see the glow. Ustinov lost enthusiasm. Intermittent good lines—prickling though they were—did not atone for the lengths of dialogue that failed somehow to rise from the script. We heard the words, but there was no life in them: extraordinary when the author was a dramatist whose work had always tingled with life; who had been—and indeed is—a dynamo among the young men of the theatre.

The second act became an elaborate comic rally around a lot of bedroom doors that flicked open and shut like the "traps" in a harlequinade. And in the third act, Ustinov, grave now, produced a second Flood to drown the wicked world, leaving his dolorous crew (with a couple of plain-clothes detectives, one evil, one good, who had rambled into the cast) to perish in the creeping waters that threatened their roof-top. Before this happened—as it must have happened after curtain-fall—an aged, aged man, looking like Shaw's Shotover but behaving like a vehement Noah, had told the doomed watchers exactly what dire people they were, and why he and



"SANDY WILSON'S ARTFUL-ARTLESS PASTICHE OF A MUSICAL COMEDY OF THE NINETEEN-TWENTIES": "THE BOY FRIEND" (EMBASSY), SHOWING A SCENE IN THE DRAWING-ROOM OF THE VILLA CAPRICE, MADAME DUBONNET'S FINISHING SCHOOL NEAR NICE, WITH (L. TO R.) MADAME DUBONNET (JOAN STERNDAL BENNETT), NANCY (JULIET HUNT), FAY (JOAN GADSON), DULCIE (MARIA CHARLES), POLLY BROWNE (ANNE ROGERS) AND MAISIE (DENISE HIRST).

make-up. So are the conventional manœuvres and set-pieces of what used to be called the lighter lyric stage. There is one glorious moment towards the end of the third act when Madame Dubonnet, played with the correct excessive majesty by Joan Sterndale Bennett, observes, in effect, to the weeping Polly (and note Anne Rogers' charm), "You remind me of an old song." Whereupon Polly says with the right interest: "Can you sing it?" And Madame Dubonnet, with a determined "Yes," soars into something irrelevant, called "Poor Little Pierrette," in which Polly is presently joining her with blissful ardour. "The Boy Friend" is bound to return to Central London. I can merely draw your attention to "Won't You Charleston With Me?" and "It's Never Too Late to Fall in Love"; to Anthony Hayes's cherubic simplicity as the boy friend; and to Maria Charles's sudden alarming "Boop-a-Doop!"

In one way, as deep a crevasse sinks between this and "Don Pasquale" (Sadler's Wells)—mentioned briefly in our last Journal—as between the Ustinov play and "The Boy Friend"; but we can say at least that Donizetti and Sandy Wilson share a sense of fun. "Don Pasquale," which we are told Donizetti composed in eleven days, is a prize among comic operas. Basil Coleman, always a sure producer, has directed it with a sense of style as well as of fun. Osbert Lancaster's sets have, so to speak, a twinkle in the eye like that of the stars over the garden in the last act. And on the night I heard it the singing was wholly enjoyable, especially Marion Studholme's Norina, Denis Dowling's devil-of-a-fellow as the intriguing Malatesta, and Owen Brannigan's much-beset, amorous, ancient Pasquale. This is the Wells at its gayest.

With "The Orchard Walls" (St. Martin's), we return to straight drama and to gravity. R. F. Delderfield's tale of adolescent love in a cathedral city—Juliet is still at school, Romeo works in a local garage—is well-meaning but, in the theatre, obstinately flat. As at the Savoy, the people do not often spring from the typescript. Let us leave it there. Any school should be pleased to have Valerie White as its headmistress; but what her admirers would like best of all would be to see Miss White again in a part that tests her.



"A PRIZE AMONG COMIC OPERAS... DIRECTED WITH A SENSE OF STYLE AS WELL AS OF FUN": A NEW PRODUCTION OF DONIZETTI'S "DON PASQUALE," CURRENTLY IN THE REPERTOIRE OF THE SADLER'S WELLS OPERA COMPANY, SHOWING A SCENE WITH (L. TO R.) NORINA (MARJORIE SHIRES), DR. MALATESTA (DENIS DOWLING) AND DON PASQUALE (OWEN BRANNIGAN). THE RÔLE OF NORINA IS SHARED BY MARJORIE SHIRES AND MARION STUDHOLME. THE DÉCOR AND COSTUMES ARE BY OSBERT LANCASTER.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"THE ORCHARD WALLS" (St. Martin's).—The scene is a headmistress's study; the theme, the pangs of adolescent love. It is a serious, well-intentioned piece; in playing (and in spite of some loyal performances) it drags. (November 30.)

"THE BOY FRIEND" (Embassy).—No dragging here in this musical-comedy pastiche, 1926 seen through the affectionate eyes of 1953. "I could be happy with you," sing Anne Rogers and Anthony Hayes. We can be happy with them. (December 1.)

"NO SIGN OF THE DOVE" (Savoy).—I am afraid that the floods seem, temporarily, to have closed over Peter Ustinov; but we can be sure that, when the Ark grounds upon Ararat, the first sign of life seen by its voyagers will be Mr. Ustinov extemporising a new play. (December 3–December 12.)

"MADAM BUTTERFLY" (Royal Opera House, Covent Garden).—Sir John Barbirolli conducts a vigorous Puccini revival. (December 8.)

NINETEENTH-CENTURY TASTE IN THE U.S.: FINE PERIOD ROOMS IN BROOKLYN MUSEUM.



A MOORISH SMOKING-ROOM FROM THE NEW YORK CITY HOME OF THE LATE JOHN D. ROCKEFELLER: THE FURNITURE AND PANELLING ARE OF EBONY AND BLACK OAK AND THE CEILING IS RICHLY PAINTED WITH POLYCHROME ORNAMENT.



WITH A WHITE MARBLE MANTELPiece REMOVED FROM THE WHITE HOUSE: A DRESSING-ROOM FROM THE WHITE HOUSE IN THE POST-CIVIL WAR PERIOD, C. 1870, PRESENTED IN MEMORY OF MR. ARTHUR W. CLEMENT, A FORMER MUSEUM TRUSTEE, BY HIS NIECES.



A "GENTLEMAN'S LIBRARY-STUDY" WITH PLAID UPHOLSTERY ON THE CHAIRS: ONE OF THE ROOMS PRESENTED BY DAUGHTERS OF MR. ROBERT J. MILLIGAN FROM HIS HOUSE IN SARATOGA.

Brooklyn Museum's Gallery of American Rooms is well known to students of period taste and decoration. Four new rooms illustrating aspects of nineteenth-century taste have just been opened, and are remarkable for the strong English influence they betray. The Moorish Room, c. 1880, was given to the Museum by John D. Rockefeller, Jr., and John D. Rockefeller III.; and is an example of one of the paths taken by the disciples of Sir Charles Eastlake. The furnishings include a remarkable "Turkish Corner," and there is an elaborate ceiling "in the



THE PARLOUR FROM THE ROBERT J. MILLIGAN HOUSE, SARATOGA SPRINGS: THE CURTAINS ARE OF RED AND YELLOW AND THE CHAIRS ARE UPHOLSTERED IN YELLOW DAMASK.

Moorish taste." The "Gentleman's Library-Study" is one of the two rooms from Robert J. Milligan's house in Saratoga Springs presented by his daughters. The other is a Parlor with an elaborate crystal chandelier and a tapestry velvet floral carpet. The rosewood furniture is by Elijah Galusha (1804-1871). The White House Dressing Room of the 'seventies was given in memory of Arthur W. Clement, a former Museum trustee, by his niece. The walnut dresser with pier-glass, and the arm-chairs belonged to Mr. Clement's mother.



THE WORLD OF SCIENCE.

UNUSUAL HYBRIDS.

By MAURICE BURTON, D.Sc.

HAVING referred on this page (September 26, 1953) to a dog-fox hybrid, purely as a subsidiary in a story of direction-finding, I have been asked by several readers, by letter or verbally, what was the proof that the animal in question was really a hybrid. Hybrids from the most oddly-assorted parents are known, and their authenticity readily accepted. But with dogs and foxes it is different. Douglas St. Leger-Gordon, in his recent book, "The Way of a Fox," puts the position succinctly: "The question of hybridisation between dogs and foxes is a hardy annual which even scientific pronouncements have failed entirely to kill. It is one of those subjects upon which a strong case can be made for either side, and the attitude towards most controversial questions fluctuates with the tendency of the times." Thus, a quarter of a century ago there was a marked tendency to believe in it, especially by experienced sportsmen who, although not biologists, knew something of dogs and foxes. The tendency to-day is to dismiss the idea out-of-hand.

The circumstantial evidence in favour of this particular form of hybridisation is strong. There are, for instance, many accounts of dogs showing interest in the trails left by a vixen in the wild, or pairing up with a tame vixen in captivity; even of vixens showing similar interest in dogs. On the other hand, there are fewer examples of a dog-fox and a bitch taking notice of each other. Side by side with this there are, it is true, other accounts of domestic dogs and tame foxes, male or female, living together in captivity as inseparable companions yet showing no signs of mating. There are, in addition, several apparently well-authenticated accounts of hybrid offspring. Captain L. Lloyd states in his "Field Sports of the North of Europe" that dog-fox hybrids are not uncommon in Sweden and gives the specific example of a young male fox, chained up until fully grown, which paired with a pointer-bitch, who produced a

earth when tired, marking rabbits from the nearest point instead of from the mouth of the hole. The muzzle is pointed, the ears erect, and often there are russet markings. This is a synopsis of the recorded observations, and no one "hybrid" necessarily shows them all.



A LEGHORN HEN AND ITS HYBRID OFFSPRING, FROM A CROSS WITH A PEACOCK—SUCH HYBRIDISATION IS VERY RARE AMONG BIRDS GENERALLY.

Under natural circumstances hybridisation is not uncommon between certain species of duck, but it is very rare among birds generally. In captivity, hybridisation is more frequent, even between markedly dissimilar birds.

The arguments against are that a dog belongs to the genus *Canis*, the fox to the genus *Vulpes*; that physical disparities, for example, would inhibit mating and that the gestation periods differ. Above all is the argument that no controlled mating has ever been set on record, or, rather, that while the two animals may mate, there is no proof that the offspring may not have resulted from an unobserved union

Even the strongest, the last, is not wholly defensible in view of the example already quoted from Captain Lloyd's book. Certainly stranger hybrids are known elsewhere. It is not uncommon where two species of duck breed on the same lake for hybridisation to take place where their territories overlap. Several authenticated records are known of freshwater fishes doing the same. Under conditions of captivity, including domestication, all manner of hybrids occur, their genesis being sometimes accidental, sometimes connived at by man. Outstanding are horse-ass mules, caged-bird mules, and numerous pheasant hybrids. Nearer to our present discussion are the collected records of Cole and Shackelford, published in the *Transactions of the Wisconsin Academy*. They tell of hybrids from red fox (*Vulpes*) and grey fox (*Urocyon*), coyote and dog, wolf and dog, and red fox (*Vulpes*) and Arctic fox (*Alopex*). The generic names seem to have exerted little influence on the mating behaviour of the animals to which they have been given; and the gestation periods cited by no means coincide.

An outstanding example of hybridisation is given by Krick, writing in the *Bull. Acad. Malgache* for 1942-43. He mentions a hybrid from a domestic cock and a guinea-fowl. It is of especial interest because of the incongruity of the parents and also for the detailed account of the offspring. This hybrid was black when first hatched, but became progressively white. It had the head of a cock, but was without comb or wattles. The lateral caruncles, well-developed in the guinea-fowl, were only faintly outlined. There was a well-marked bib under the beak and the upper neck, and the nostrils were surrounded by a reddish-brown skin.

The body was long, as in the guinea-fowl, but there was a long tail that continued the line of the body backwards. The feet were black, with light patches, and they carried no spurs. Occasionally reddish-brown feathers appeared in the plumage, and the call was more nearly that of a guinea-fowl. In other words, the characters of the parents, the one belonging to the genus *Gallus* and the other to



A HYBRID BETWEEN CHAPMAN'S ZEBRA AND A DOMESTIC HORSE: HORSES AND ZEBRAS, BOTH BELONGING TO THE GENUS *EQUUS*, SHOULD READILY HYBRIDISE WHEN IN ASSOCIATION. Photographs reproduced by courtesy of the Zoological Society of London.

litter of which one was markedly fox-like. Heck, in *Cosmos* (1932), gives a picture of an apparently authentic hybrid from a male fox and a small, spitz-like female dog, although it is not definitely stated that the mating was controlled. An instance is given in *Horse and Hound* in recent years, and St. Leger-Gordon himself gives one that came "within my own experience . . . a remarkable terrier said to have been sired by a tame fox, since his existence could not be accounted for otherwise. If untrue, one can only say that the manner in which he lived up to his supposed pedigree was a more remarkable coincidence."

The other part of the circumstantial evidence is contained in the behaviour of these supposed hybrids: that their actions are fox-like; they are furtive, alert, without a bark, any voice being an occasional yap; that they are given to killing poultry, worrying sheep, going to

by the female partner with one of her own kind. There is something curious about this marked prejudice against believing in dog-fox hybridisation, for none of the arguments against it really holds water.



A HYBRID FROM A GREVY'S ZEBRA AND A SPANISH ASS: THEORETICALLY, THE MORE CLOSE THE RELATIONSHIP, THE MORE READILY A CROSS CAN BE EFFECTED. THE MORE DISSIMILAR THE PARENTS, THE MORE STRIKING, ON THE WHOLE, IS THE APPEARANCE OF THE HYBRID.

the genus *Numidea*, were fairly evenly divided in the offspring. The last interesting point mentioned by Krick was that this hybrid lived amicably with guinea-fowl but showed a marked hostility to domestic poultry.

We have noted already that in all alleged instances of dog-fox crosses, the supposed vulpine ancestry is seen more in behaviour than appearance. May this not be, theoretically, an argument in favour, for it seems that the less closely related the parents, the more readily is the offspring marked off from either of them. A mule is less markedly unlike either a horse or an ass than is a hybrid from an ass and a zebra. Perhaps dog and fox are more closely akin than we normally suppose. At all events, after reviewing the evidence, to say, as is sometimes dogmatically asserted, that a dog-fox hybrid is impossible is quite unscientific. The best we can say is that the case for it has not been incontrovertibly proven.

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A UNIQUE "NURSING MOTHER" SCULPTURE, AND OTHER FINDS FROM ANCIENT MEGARA HYBLÆA.

DURING the last five years systematic excavations have been carried out by the French School of Rome and the Supervisory Body of Syracusan Antiquities, at the site of Megara Hyblæa, a vanished ancient city near modern Augusta, on the east coast of Sicily, a little north of Syracuse. The following notes on the more recent aspects of the excavations are extracted from and based on a report by Dr. G. V. Gentili, Director of Antiquities in Eastern Sicily, whose name is familiar to our readers in connection with the remarkable mosaics uncovered at Piazza Armerina (*The Illustrated London News* of December 22, 1951, March 8, 1952 and July 7, 1952). The most recent site excavated is to the north

of the original Chalcidicean colony, on a little hill above the right bank of the River Marcellino and it is now owned by the Sicilian Mineral Oil Refinery (R.A.S.I.O.M.). Here was found a belt of archaic tombs, alongside an ancient road. The tombs all have a monumental aspect and generally consist of single large underground cells (Fig. 3), usually of calcareous stone but occasionally of sandstone. In the tombs have been discovered pottery of late and middle Corinthian style, Ionic vases, local pottery and Attic black-figure pottery. Among the last is an amphora showing Heracles and Apollo struggling for the Delphic tripod. Iron pins and daggers were found; and also bronze pins and pendants and some gold finger rings, including the example shown in Fig. 1. The most remarkable aspect of the tombs, however, is provided by their architectural and sculptural elements. These are of great richness and show a

[Continued below.]



FIG. 1. THE BEZEL OF A GOLD RING, ONE OF SEVERAL FOUND AT MEGARA HYBLÆA. SHAPED LIKE A SHIELD AND BEARING (RIGHT) A LION AND (LEFT) A WINGED HORSE.



FIG. 2. A STONE FRIEZE FROM A SHRINE OVER ONE OF THE MEGARA HYBLÆA TOMBS. THE PRESERVATION AND SHARPNESS OF THE CARVING GIVE THE IMPRESSION OF NEW CARVING IN WOOD.



FIG. 3. LOOKING DOWN INTO ONE OF THE ARCHAIC TOMBS FOUND AT MEGARA HYBLÆA. BUILT OF LOCAL CALCAREOUS STONE, 7 FT. 2½ INS. LONG, 3 FT. 11½ INS. DEEP.



FIG. 4. A RED-FIGURE ATTIC CRATER (ABOUT 470 B.C.) USED AS A CINERARY URN. NIKE AWARDS THE VICTORY TO APOLLO (LEFT); (RIGHT) MARSYAS WITH HIS FLUTE. ABOUT 1 FT. 7½ INS. HIGH.



FIG. 5. A QUITE UNIQUE ARCHAIC (SIXTH CENTURY B.C.) PIECE OF SCULPTURE FOUND IN THE MEGARA HYBLÆA TOMBS. A POWERFUL AND REALISTIC WORK, SHOWING A NURSING MOTHER WITH TWO SUCKLINGS. IN A LOCAL WHITE LIMESTONE, 2 FT. 5½ INS. HIGH.

[Continued.] combination of Doric severity mixed with Ionic decorative elements—a fusion found also in the Heraion of Sele and the so-called Basilica and Temple of Ceres at Posidonia. Some of the stone carving is of astonishing freshness and sharpness and at first gives the impression of being recent carving in wood (Fig. 2). Fragments of the statue of a youth were found, but undoubtedly the most sensational discovery is the statue of the Nursing Mother suckling two infants.

This is of white calcareous stone and is of a frank and immediate realism unlike the classic Greek "ideal" style. It is dated to the sixth century B.C., and it would appear that Megara Hyblæa at that time had a consciously local style of sculpture. In one of the tombs a columned Attic red-figure crater of the musical contest of Apollo and Marsyas with Nike awarding the victory to Apollo (dating from about 470 B.C.) (Fig. 4) had been used as a funerary urn.

THE GREATEST ANIMAL TRAP OF ALL TIME : THE RANCHO LA BREA—NOW A PUBLIC PARK IN LOS ANGELES.

By Dr. W. E. SWINTON.

During a visit to the United States Dr. Swinton went to Los Angeles and was able to see for himself a famous Palaeontological site from which the skeletons of thousands of mammals and birds have been sent to museums all over the world. He was conducted over the site by Dr. Hildegard Howard, of the Los Angeles County Museum, and on this page describes the site as it is to-day and relates its history.

IN many museums throughout the world there are beautifully preserved skeletons of mammals and birds whose place of origin is given on the labels as Rancho la Brea, California. Behind this bald statement lies one of the most remarkable phenomena of nature which has preserved for us a unique assemblage of animals.

The name means either hut or ranch of the brea (asphalt) deposits and refers to the place rather than the phenomenon. It is just over a hundred years ago that the first Government report deals with tar springs identifiable with those at La Brea.

after rain the surface as a whole looks like that of a lake, reflecting the light and, perhaps, smelling to animals as water. For centuries animals came to drink, ventured over the more solid edges, and became

can still be watched rising slowly, swelling and then bursting.

The more solid edges of the pools accumulate dust and become grey and deceptive in appearance;

or of the talons and beaks of birds. No hair or skin has been preserved. Most of the remains are of mammals, but there are many birds, and some reptiles, amphibians, molluscs and insects.

The assemblage is not modern, though some of the animals and all of the plants are of recent kinds. The majority of remains are clearly Pleistocene, and not ancient by geological standards. The fine collection housed in a special gallery (the Hancock Hall) of the Los Angeles Museum are assigned there an age of 140,000–130,000 years ago. This would make the main elements of the fauna contemporaneous with the European Lower Acheulian human industries of the Penultimate Interglacial.

Thousands of specimens are distributed around scientific institutions all over the world, but the Los Angeles Museum itself contains the remains of nearly 5000 individual mammals. An analysis of this figure shows how atypical the assemblage is, for only about 9 per cent. belong to herbivores and 91 per cent. are flesh-eaters. Of the latter, the majority belong to the dog family (wolves, coyotes and foxes). Such a population is clearly out of natural balance and substantiates the picture of the trapped animal becoming at once the bait for many hungry predators. It is also significant that many of the animals were young.

The herbivores include bison, horses, camels, deer, ground sloths, mastodons and elephants, and a few peccaries and tapirs. In addition to the dogs, the carnivores include large cats, such as *Smilodon*, the sabre-tooth, and *Felis atrox*, the great lion; short-faced bears, skunks, weasels and badgers.

The birds include representatives of the grebe, stork, falcon, goose, crane and plover families; pigeons, doves, owls, woodpeckers, crows, magpies and larks and other forms. The extinct turkey, *Parapavo californicus*, is of interest.

So perfect is the preservation that diseases of the bones can be detected and almost perfect casts of the brain cavities can be made.

This vast company of fossils has come from a few pits of small area that are seldom more than 25 ft. deep. When discovered, the pits were in the country, over nine miles from Los Angeles. To-day, as the photographs show, they are part of that great city. Situated in a small area maintained as a public park, they extend over 23 acres. The site has been given by Captain Allan Hancock to the County and the County Museum. An observation pit has recently been erected where the method of occurrence of the fossils is demonstrated. A geological museum will be built in the grounds, replacing the Hancock Hall of the present County Museum. It is reassuring to know that what is probably the greatest animal trap of all time is to be safely in the care of a great Museum.



NOW A PART OF THE GREAT CITY OF LOS ANGELES: THE RANCHO LA BREA (HANCOCK PARK), WHERE THE REMAINS OF THOUSANDS OF ICE-AGE ANIMALS HAVE BEEN EXCAVATED FROM TAR PITS.

trapped in the viscous liquid. Their cries and death struggles attracted other mammals and birds of prey; the carnivores and the vultures came to enjoy the spectacle and make what they could of the opportunities. Often they too became trapped.

The tarred bodies gradually sank, some more quickly and in more complete condition than others: indeed, some were on the surface long enough for animals to gnaw the bones and for weathering and disarticulation to take place.

The process of burial and replenishment went on. The excavation of the pits first started commercially for tar was continued for scientific reasons. How far would the great company of the



WITH A STATUE OF TWO LIONS (*FELIS ATROX*), STRUGGLING AS THEY MIGHT HAVE DONE 140,000 YEARS AGO WHEN TRAPPED IN THE TAR, IN THE FOREGROUND: A VIEW OF THE HISTORIC TAR PIT FROM WHICH MOST OF THE FOSSILS HAVE COME.

Photographs reproduced by courtesy of the Los Angeles County Museum.

This report is a statement of fact. Although in 1875, when the deposits were being excavated, at least one fossil was found, the potentialities were not then recognised. Not until Mr. W. W. Orcutt visited the site in 1905 was it realised what might be obtained from the pits, and in the following year Professor Merriam, of the University of California, made important collections. This started a fossil rush, during which many colleges and universities enriched themselves. The Los Angeles County Museum had excavation privileges in 1913-15, when they made remarkable collections.

Geologically, the site is typical of the local Pleistocene, with sands, clays, gravel, asphalt and alluvium arranged horizontally upon tilted and folded marine sediments of Tertiary age. The latter beds contain the oil sands from which petroleum is derived. This seeps upward and emerges in pools, where the oil fans out and becomes more solid and asphaltic at the margins. The La Brea pools are of small size and gas bubbles

trapped reveal the geological history of California; what sort of assemblages could be envisaged; and would the percentage of new forms be high? These were questions frequently asked and now are answered.

The individual skeletons are frequently amazingly complete. Every bone is often there, but although the chitinous (horny) shells of insects are intact, there are no vestiges of the nails and claws of mammals



CROWDED WITH THE BONES OF ICE-AGE ANIMALS, MANY OF WHICH CAME TO PREY ON OTHERS ALREADY TRAPPED IN THE TAR AND ASPHALT: THE INTERIOR OF THE OBSERVATION PIT IN HANCOCK PARK—ON THE RIGHT IS THE PALATAL SIDE OF A MASTODON SKULL.



WHERE ANIMALS CAME TO DRINK—ONLY TO DIE: AN ICE-AGE TRAGEDY AT THE TAR PITS OF RANCHO LA BREA, LOS ANGELES, RECONSTRUCTED BY OUR SPECIAL ARTIST.

Since excavations began on a large scale in 1905, vast numbers of the bones of animals of the Quaternary period have been taken from an asphalt pit on Rancho la Brea, near Los Angeles, California. Recently, at the kind invitation of Dr. Hildegard Howard of the Los Angeles Museum, Dr. W. E. Swinton paid a visit to this site and records his impressions in an article on the facing page. Above, our Special Artist has reconstructed the scene as it might have happened some 130,000 or 140,000 years ago. A North American mammoth (*Elephas columbi*), with tusks

curving inwards at the tips, has come to drink at one of the pits which, after a shower of rain, resembles a pool of water. It soon becomes trapped in the oily swamp and, despite its struggles, gradually sinks. Attracted by the mammoth's death cries, two sabre-toothed cats (*Smilodon*) have approached. With thoughts of an easy kill they prepare to attack, only to be bogged down in turn themselves. In the background a pair of eagles can be seen about to swoop down on two Canada geese, also trapped in the tar.

DRAWN BY NEAVE PARKER IN CO-OPERATION WITH DR. W. E. SWINTON.

THE FIGHT AGAINST THE SEAWEED FLY : SOME METHODS OF CHEMICAL ATTACK.



A METHOD WHICH COULD BE USED TO REACH OTHERWISE INACCESSIBLE BEACHES :
SPRAYING THE SHORE WITH INSECTICIDE FROM A LANDING CRAFT.



COMBATING THE FLY MENACE AT BRIGHTON : SPRAYING AN INSECTICIDE
MIST FROM A SMALL BULLDOZER OVER A STRETCH OF BEACH.



INSPECTING ANTI-FLY OPERATIONS AT BRIGHTON : MR. HAROLD MACMILLAN (LEFT) WATCHING A JET
OF INSECTICIDE SQUIRTED FROM A TRAILER TOWED BY A LAND ROVER OVER A WOODEN TRACK.



ON THE BEACH AT BRIGHTON : MR. MACMILLAN LOOKING AT SEAWEED
FLIES CRAWLING OVER HIS SHOES.



WATCHED BY MR. MACMILLAN, THE MINISTER OF HOUSING AND LOCAL GOVERNMENT :
A DEMONSTRATOR SURFACE-SPRAYING THE BEACH WITH INSECTICIDE.

On December 7 Mr. Harold Macmillan, the Minister of Housing and Local Government, visited Brighton to find out the extent of infestation by *Coelopa frigida*, the "seaweed fly." He was accompanied by Mr. Howard Johnson and Mr. William Teeling, Conservative M.P.s for Brighton. Mr. Macmillan spent an hour and a half on the beaches, during which he saw for himself the plague of flies and watched a demonstration of various methods of chemical attack on the insects and their larvæ. Some of the equipment which the Minister saw being used to attack



ANOTHER FORM OF CHEMICAL ATTACK ON THE SEAWEED FLIES : PORTABLE FOG GENERATORS
BEING DEMONSTRATED AT BRIGHTON ON DECEMBER 7.

the flies is shown above, while photographs of the fly itself appear on the opposite page. Mr. Macmillan watched machines pumping insecticide over and into the shingle and the flies rising in a black cloud ; he saw a spray directed from a trailer towed by a *Land Rover*, which ran on a portable roadway laid across the beach ; machines producing chemical fog and, on one beach, a landing craft spraying a new type of insecticide diluted with sea-water. The latter method could be used to reach otherwise inaccessible beaches, such as those under cliffs.



A "BLACKISH, BRISTLY-FACED BEAST, RATHER SMALLER THAN THE COMMON HOUSEFLY" : THE "SEAWEEED FLY," *COELOPA FRIGIDA*, WHICH HAS INFESTED SOME SOUTH COAST BEACHES.
(Crown Copyright photograph reproduced by permission of the Controller of H.M. Stationery Office.)



HARMLESS, BUT HAVING A VERY CONSIDERABLE NUISANCE VALUE : SEAWEEED FLIES (*C. FRIGIDA*) SEEN FEEDING ON DECAYING SEAWEEED AT A SOUTH COAST RESORT.

CREATING A SERIOUS PROBLEM AT SOME SOUTH COAST RESORTS : THE "SEAWEEED FLY," WHICH HAS INVADDED OUR BEACHES.

For some months flies, which are in themselves harmless, have been blackening the beaches at some South Coast holiday resorts and creating a serious nuisance owing to their numbers. It is now reported that the flies have spread along the coast from Selsey Bill, in West Sussex, to Folkestone, in Kent. These flies, identified by British Museum entomologists, are two species of the genus *Coelopa*, which feeds on decaying seaweed. They are *C. frigida* and *C. pilipes*. The *Coelopids* are said to achieve their life cycle from egg to adult in about seven

weeks, and can tolerate cold conditions and chronic immersion in salt water. It appears that this plague of flies is raising a far more serious and difficult problem for the resorts than was assumed in the early days and after Mr. Macmillan's visit to Brighton on December 7 he said: "It is a difficult and serious problem, but I am sure the local authorities will be able to deal with it, and they can be assured of my Ministry's help." The removal of the decaying seaweed would involve enormous expense.

NOTES FOR THE NOVEL-READER.

THE NOVEL OF THE WEEK.

"EPIC" is clearly not an adjective to throw around; but then how very seldom it occurs to one! "The Best of Husbands," by Alba de Céspedes (Gollancz; 12s. 6d.), is more uncommon than appealing. It has no balance, and indeed scorns the principle. It is intense from the word go, adding a rather hothouse, claustrophobic flavour to the large design. It is an epic novel, for all that; liking and rationality, even success, apart, it has a touch of greatness.

The hothouse aspect can be defined in few words by the theme: which, briefly, is the martyrdom of woman. Not just her social wrongs; these are mere chaff, the stuff of "problem" fiction and debate—trifles that something could be done about. For the true woman, for Alessandra in this book, nothing whatever can be done. Her deepest need is to enact "the myth of a great love"—a lifelong, endlessly romantic love. And that is fatally ruled out; because she can't enact it by herself, and man, the hopeless, necessary other, has not the least will to co-operate.

All this is plain to Alessandra from her childhood. Women are delicate and feeling, and exist for love; and men despise their feeling. She sees it constantly in her own parents—a dowdy and celestial drudge yoked to a husband of the crassest type. And all around, it is the same thing in another key. The big Roman apartment-house echoes with love despised, and teems with wives chasing adventure in the afternoon, as an escape from husbandly indifference. Yet the ideal can be made flesh. Her mother proves that too; she is reborn of it, with the unknown, mysterious Hervey as her angel-twin. She dies to keep it on the heights, and leaves the memory with Alessandra as a guiding star. From that time forth, anything short of Hervey must be failure.

And it is Francesco whom she meets. He is an ideal wooer; but, unlike Hervey, he is irredeemably a man. Also, he is an anti-Fascist intellectual. While the war is on, his swift decline into a husband can be explained away. First he is persecuted by the Government; then, on the fall of Mussolini, he becomes a leader; then he goes underground, and finally into a German gaol. One day he will have time for her again. . . . At last his alibi expires; and Alessandra, finding him husbandly as ever, can endure no more. It is all terribly lopsided, and in a manner disingenuous. But it is full of power; and its whole setting has a large effect.

OTHER FICTION.

"Touch and Go," by Jacobine Hichens (Putnam; 12s. 6d.), could never be called large; it is not, strictly, a good novel; and it looks even flimsier by contrast. But on the other hand, it makes life habitable and engaging. And that, after "The Best of Husbands," is a distinct relief.

The story opens at Caserta, where Janet Hunter, always effaced and still, and now less visible than ever in her khaki uniform, attracts the villain's eye. Nat is a judge of beauty in all forms, and he is truly sensitive up to a point. Namely, the point of inconvenience; when things get serious and deep, he melts away. Therefore, he should have left Janet alone. Indeed, he ought not to have cared for her; she is a Scottish Presbyterian, green as a child, and dominated by a monstrous uncle from beyond the grave. He is already perfectly well fixed; he has Teresa, the Italian countess, who has the new young A.D.C., Timothy Stokes. . . . But Janet is delightful company; and he indulges without stint, until the time comes to forget about her.

Then the scene changes; and the ebullient Emma Stokes is buying a Christmas present for "Miss Hunter," envisaged as a poor thing in a shawl. Though she is only thirty-two; but what a tame and faded thirty-two! Six years have passed; Janet is Mr. Stokes's secretary, and she is still, though very quietly, overpowered by the event of her first love. And from here on the narrative is all abroad, though it is difficult to explain why. All the old figures reappear, Janet's atrocious uncle is exposed in a dramatic episode, and even supers, like her bullying superior, acquire an active rôle in what seems very like a plot. Yet it is really nothing like, for it has neither structure nor direction. Instead, we get amenity of a high order. These are nice people, even to the villain; and amusing too.

"The Wine is Poured," by Beatrice Kean Seymour (Heinemann; 12s. 6d.), handles a Victorian mystery too baffling to have produced a murder trial. Lucy, a young girl of more charm than sense, begins with an unlucky marriage. This has soon driven her to drink. She is induced to take a cure at Elmbridge, under the ageing Dr. Haynes; and when the husband leaves her a rich widow, they have become inseparable. He has a wife in an asylum; and though her parents think no actual harm, they disapprove so strongly as to break off relations with her. Soon she has no one in the world but a companion-housekeeper—squabby and servicable, in dark glasses—and, of course, Dr. Haynes. This is ideal for Martha, as her prop and stay; but Lucy wearies in the end, and gives him up for a new suitor.

Then the new husband dies of poisoning. Martha affirms that it was suicide. Later, she adds that it was suicide "for Dr. Haynes." . . . The tale is quietly told; more in a vein of sensible conjecture than as from the horse's mouth. It has a distinct savour of period—what one might call a nice Victorian flatness.

"A Pocket Full of Rye," by Agatha Christie (Collins; 10s. 6d.), combines the nursery rhyme, Miss Marple and the family group. Mr. Rex Fortescue appears to have been struck down by poison in his office tea; but the real seat of the affair is Yewtree Lodge, his sumptuous suburban home. The family are "all very unpleasant people." There is a young and sexy second wife, a shifty elder son, a banished prodigal, a lumpy daughter with a grievance, a too-demure young housekeeper named Mary Dove—and old Miss Ramsbottom, playing patience in her room and dropping sinister allusions to the wrath of God. Miss Marple's contact is the adenoidal parlourmaid. For once I questioned her solution; apt it may be, yet the imagination boggles slightly. Not that I can pretend to care; for the unique, incomparable method is as smooth as ever.

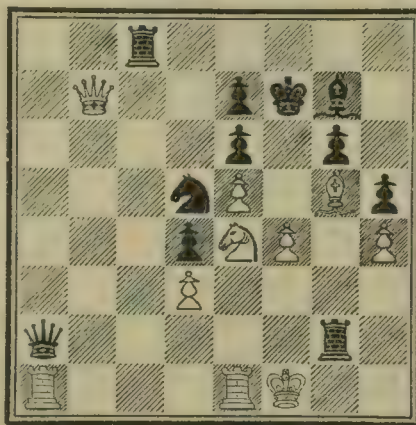
CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

LOSING A WON GAME.

THE position diagrammed, which occurred in the recently concluded Yugoslavian Championship, provided one more example of a won game being lost:

TOMOVIC. (Black)



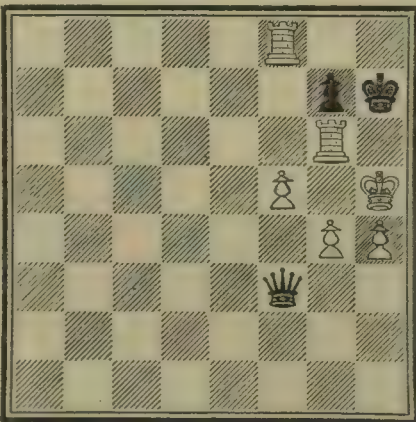
NIKOLAC. (White)

Black played 1. . . . Q-QB7? and after 2. Kt-Q6ch, K-Kt1; 3. QxRch (what a shame this is check!), he resigned.

He had missed the wonderful winning move 1. . . . R-B8!!, after which 2. RxQ would be answered by 2. . . . Kt-K6 mate; 2. R(Kt1)xR by 2. . . . Q-K7 mate or, finally, 2. R(R1)xR by the exquisitely quiet 2. . . . R-R7, the threat of 3. . . . Q-KKt7 mate compelling White to make crippling concessions of material such as 3. Kt-Q6ch, K-Kt1; 4. Q-B8ch, K-R2; 5. R-B2, RxR; 6. QxR, QxQ and White can resign.

But the last British Championship easily matched this.

HOOPER. (Black)



BONHAM. (White)

Black hasn't a hope. White played 81. P-B6?? (almost any other move would have won!) and was mated by 81. . . . Q-Q4ch; 82. R-Kt5, P-Kt3. 82. P-Kt5 would have allowed mate by 82. . . . Q-B6.

BOOKS OF THE DAY.

NINE TALES; AND TWO HISTORIES.

"LIKE all authors," writes Mr. Somerset Maugham, "I have had my ups and downs." This diffident remark enshrines, no doubt, a certain truth; but it conceals far more than it discloses. Mr. Somerset Maugham stands very high indeed, not only among successful authors, but among those who have maintained and increased their popularity and reputation over what I hope he will forgive me for describing as a considerable period. Consider, for example, the late Mr. John Galsworthy—this is not, I feel, a comparison that Mr. Maugham would welcome, but it is apposite enough, as between leading writers whose range covered the drama, the novel and the short story—and let it be conceded that the Forsytes do not arouse in us now the Aristotelian emotions of pity and terror that they aroused in the '20s and '30s. The same is true of such plays as "Justice" and "Loyalties," and perhaps the reason is that other donkeys have arisen to take the place of those which Galsworthy flogged, and which are now, for the most part, dead. Mr. Maugham flogs no donkeys, dead or alive, and in consequence his work, however closely it may mirror the contemporary scene, need never "date." There will be, let us hope, revivals of "Our Betters" and "The Breadwinner," but they will never be conscious exercises in archaism, for Mr. Maugham, it seems to me, is profoundly interested in people, rather than in types. In his preface to the second volume of "The Selected Novels" (Heinemann; 3 vols.; 15s. each), he tells us that to the best of his belief "The Painted Veil" is the only novel he has written in which he started from a story rather than from a character. How fascinating these prefaces are! Specially written for these new volumes, they reveal to us some of Mr. Maugham's technique as a novelist, and the "quarry material" from which he drew his situations or characters. The stage, he confesses, has never held much glamour for him, and of actors he writes that "their virtues are more solid than they pretend and their failings incidental to the hazardous and exciting profession they follow." "Christmas Holiday" was inspired by the trial in Paris of a young murderer called Guy Davin, and "The Razor's Edge" by an American from Chicago. "The Narrow Corner" owes its existence to the obtrusiveness, in Mr. Maugham's mind, of a minor character who really belonged elsewhere. "The Moon and Sixpence" is, as every school-boy knows, a reorientation of Gauguin's life. Incidentally, it is surprising to find that although Mr. Maugham has lived nearly half his life in France, he "knew it was impossible for him to write about French people with a Frenchman's instinctive knowledge." Are national barriers so impassable to the novelist? The republication of these nine novels, in an attractive and inexpensive form, is most timely. It coincides with a great revival of appreciation of all Mr. Maugham's work which I, among many others, view with satisfaction and applause.

As the *Wiggerdämmerung* proceeds, and Great House after Great House falls in to the National Trust, so, apparently, does the popularity of the family chronicle increase. These vary, of course, in merit and importance, but I doubt if we are likely to see a more exhaustive or monumental work of scholarship than Miss Joan Wake's "The Brudenells of Deene" (Cassell; 21s.). And lest this description should alarm the reader of modest historical pretensions, let me hasten to add that the book makes enjoyable reading and provides, at times, excitement and amusement. The Brudenells did not lack courage. An Elizabethan member of the family, Edmund, who was suspected of Catholic tendencies, did not hesitate to quarrel with his notorious kinsman, Richard Topcliffe, recusant-hunter and rack-master. Miss Wake gives a detailed portrait of the most famous Brudenell of all, the 7th Earl of Cardigan, who led the charge of the Light Brigade. He was a figure of sharply contrasting lights and shades, about whom it is not easy to reach a satisfactory final judgment. His second wife, Adeline, shocked and intrigued such members of Victorian society as consented to receive her; her fantasies and eccentricity have grown into a legend in comparison with which most modern efforts to *épater les bourgeois* seem puny indeed. The eighteenth century saw the rise of the Brudenell family to its greatest heights, including a dukedom wrung by shameless persistence from the reluctant George III. (How they all, Whig and Tory, clamoured like greedy school-children at a party for earldoms, dukedoms, Garters and Thistles!) Miss Wake, whose family have for so many generations owned that fine Northamptonshire seat, Courteenhall, is admirably qualified to write the history of her neighbours of Deene. She is honorary secretary of the County Record Society, and there can be no one who knows more of its annals.

I suppose that it must have been Dædalus and Icarus who were originally responsible for that restless itch which has from time immemorial urged man to emulate his feathered friends. But Icarus, besides his lamentable rashness, was handicapped by lack of invention: a pair of wings loosely secured to his arms with wax really deserved no better success. Later pioneers showed much greater imagination.

Domingo Gonsales in 1638 harnessed a lot of birds to a light framework; others adapted various forms of kite; some produced curious and involved contraptions which reminded me of nothing so much as the gentleman in Belloc's rhyme: "I'll buy a little parachute, A common parachute with wings, And fill it full of arrowroot, And other necessary things." All this delightful information I glean from Mr. C. H. Gibbs-Smith's "A History of Flying" (Batsford; 21s.), which pays special attention to the long experimental period which preceded B.O.A.C., the *Comet*, and Mr. Neville Duke. Most of us have presumably heard of Montgolfier, and the more erudite may be aware that Gambetta escaped from Paris in a balloon during the Franco-Prussian War, but how many will recall the tragic accident in 1819, which resulted in Mme. Garnerin's hurtling to her death over the roofs of Paris (dressed, if we may judge from the illustration, in an Empire bonnet and nightgown)? Yet she and her intrepid companions and forerunners have a great claim to our admiration and gratitude—and so has Mr. Gibbs-Smith, for reviving their memories.

E. D. O'BRIEN.

✻ IN DEFENCE OF FREEDOM . . . IN PURSUIT OF PEACE . . . NO. 12 IN A SERIES ✻



Probing the secrets of the sound barrier

When a high speed aeroplane breaks through the invisible wall of air resistance now known as the "Sound Barrier", frightening things can happen. Immense buffeting may shake the aircraft, the controls may go dead in the pilot's hands, the machine may even go into a 'flutter' and disintegrate entirely.

To probe the secrets of the sound barrier, and to design aircraft in such a way that they can pass through it with perfect safety, the Hawker Siddeley Group have built a special trans-sonic wind tunnel; one of the few in the world. It is situated at the Armstrong Whitworth factory in Coventry and it is used by all the company designers in this great Group.

Mr. Landon, one of the specialists working on sonic flight problems, is shown here fixing the model of an experimental fighter onto the 'sting'. Inside the tunnel this model will be subjected to exactly the same trans-sonic conditions as the aeroplane would be in flight.

So, without the expense of a prototype or the risk of a pilot's life, Mr. Landon and his colleagues will know precisely how this machine will react during that

crucial period when it thrusts its way through the mysterious "Sound Barrier".

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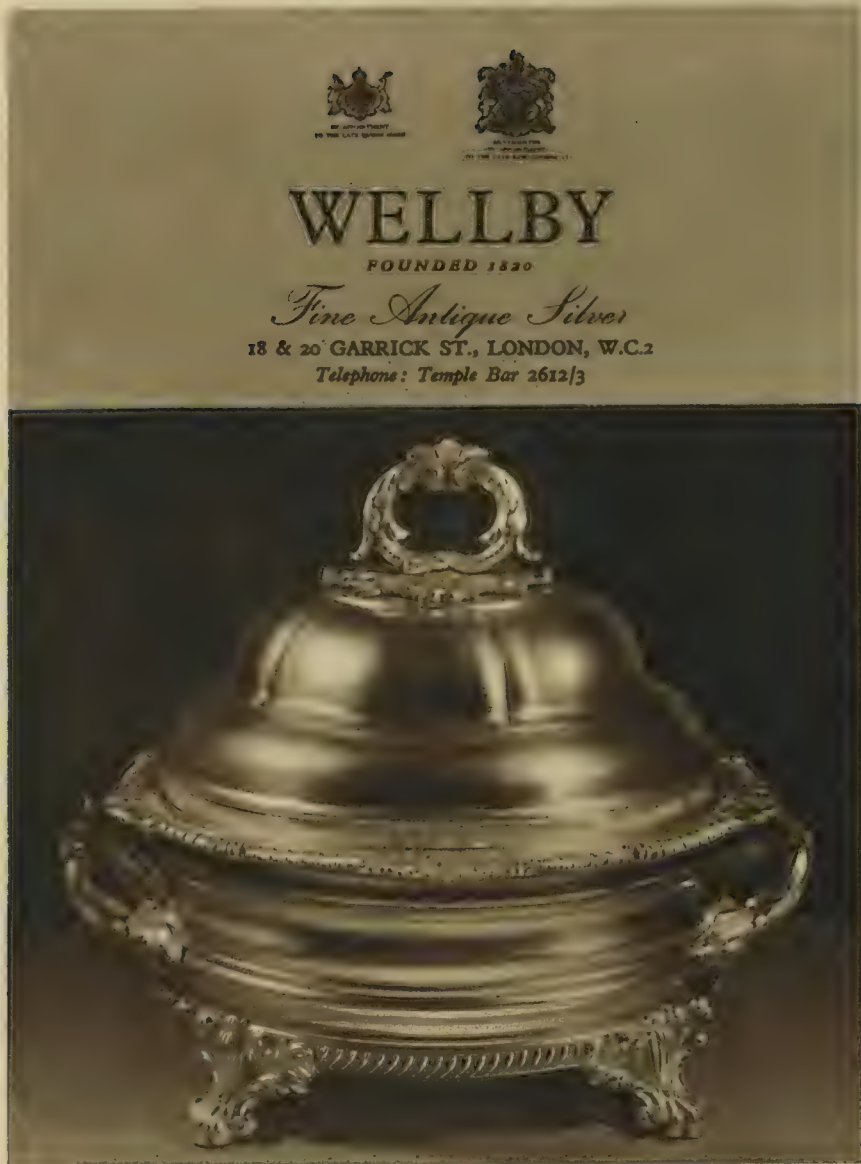
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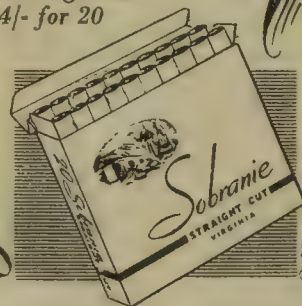
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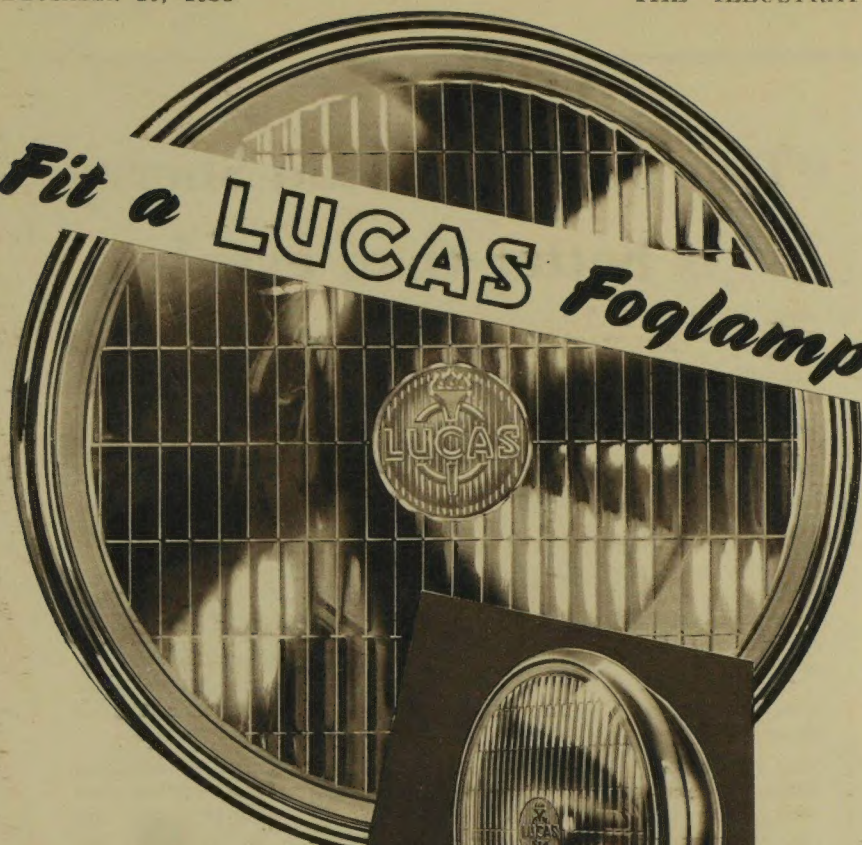
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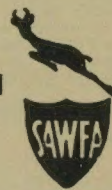
That's what comes of selecting and maturing and waiting and keeping on doing that and the longer it goes on the better the quality becomes.

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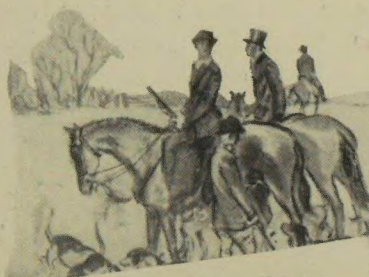
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Take one of the chief problems of building in crowded areas, either terrace houses or blocks of flats — achieving the maximum "sitting-out space" privacy without cutting off light and sunshine. How would an architect set about it? In the example illustrated here, Mr. Neville Conder, A.R.I.B.A., A.A., Dip. (Hons), shows the use of glass to solve the privacy problem, and by doing so provides the "average-income" householder with a luxury of aspect and convenience that is usually

associated with the more expensive kinds of dwelling. (In simple fact, glass is a very cheap building material.)

First Mr. Conder achieves a feeling of spaciousness and continuity between house and garden by giving the sitting room full-height windows and a glass door. All lower panels are of "Spotlyte" patterned glass to sparkle attractively in the morning sun, and the door has the added interest of a rich green "Signal" glass panel.

The link between building and garden is emphasised by the use of a framed rough-cast glass screen to make what is now virtually an out-door room. The neighbours can't see in, but the sunlight can — in short we have our privacy, but without the dinginess and poky, narrow look of town brick walls.

Here flowers can flourish and a family can sunbathe — or sit down to tea.

There is privacy again on the first-floor balcony, made of *wired* rough-cast glass with a wired glass canopy to protect the open door and the baby from a sudden shower. But perhaps the single, simple detail, which, more than any other, marks out this design as "contemporary", is the transformation of the side windows by a few rough-cast shelves into indoor conservatories.

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